

ADDENDUM #1
2035 LONG RANGE TRANSPORTATION PLAN SUMMARY REPORT

Adopted [enter date]

Introduction

On [enter date], the representatives of the Volusia TPO's member governments, Flagler County, the city of Bunnell, the city of Palm Coast, and the Florida Department of Transportation entered into an interlocal agreement to establish the River to Sea Transportation Planning Organization (RSTPO). RSTPO represents an expansion of the Volusia TPO's metropolitan planning area (MPA) to include the entire 2010 Census-designated Palm Coast – Daytona Beach – Port Orange Urbanized Area. The expanded MPA includes the urbanized areas of the city of Bunnell, the city of Palm Coast and Flagler County.

In addressing its mandate to carry out the metropolitan transportation planning process¹, the Volusia TPO adopted a 2035 Long Range Transportation Plan (LRTP). This addendum amends that plan for the purpose of addressing transportation needs in the expanded metropolitan planning area.

This amendment was developed in a manner consistent with the 2035 LRTP. The assumptions used to develop the revenue forecasts, project cost estimates, and cost inflation rates for this amendment are the same as those used for the existing LRTP. The identification of transportation needs for the expanded MPA addressed by this amendment was developed with consideration to the traffic modeling that was undertaken by FDOT District Five in support of the efforts by MPOs/TPOs throughout the district to develop their 2035 LRTPs. Details regarding these assumptions and the process used to develop the amendment are included as part of the full 2035 LRTP report.

Background

The area added to the existing TPO is approximately 82 square miles and is generally bounded by Volusia County on the south, SR 5 (US 1) on the west, St. Johns County on the north, and the Atlantic Ocean on the east. The 2010 population of this area totaled 82,834.

Principal north-south transportation facilities extending through the area are SR A1A, I-95, and SR 5 (US 1). The Florida East Coast (FEC) Railway runs north and south just outside the area and generally parallel with SR 5 (US 1). Principal east-west transportation facilities extending through the area include only SR 100 and Palm Coast Parkway. There are three interchanges on I-95 at Palm Coast Parkway, SR 100, and Old Dixie Highway.

Transportation facilities on the Florida Strategic Intermodal System (SIS) include I-95 (SIS highway), SR 100 from I-95 to the Flagler/Putnam County Line (emerging SIS highway), and the Intracoastal Waterway (SIS waterway).

Flagler County operates a pre-scheduled, demand response transit system offering service to Flagler County residents with priority given to those who are disabled, elderly, low income, or transportation disadvantaged. Normal hours of operation are 6:00 a.m. to 6:00 p.m., Monday through Friday.

¹ An MPO is required to carry out the metropolitan planning process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, 5304, 5305, 5306, 5307, 5309, 5310, 5311, 5316, 5317 and 5339; 23 CFR 420 and 450, and 49 CFR Part 613, Subpart A: and consistent with Chapter 339.175, Florida Statutes, and other applicable state and local laws.

Flagler County, Bunnell, and Palm Coast have developed, and continue to extend, an extensive network of greenways and trails for walking and bicycling. The focus is on accommodating non-motorized traffic along all arterial and collector roadways and providing connections to active and passive recreation areas and between neighborhoods.

There is one public use airport in the area – the Flagler County Airport – located on the south side of SR 100 between SR 5 (US 1) and I-95. It is operated by Flagler County and serves corporate and general aviation activity.

Committed Projects

Table 1 lists projects that are fully-funded in FDOT's adopted FY 2013/14 to FY 2017/18 Work Program or in a local government's capital budget. These projects are considered "committed" and are not dependent on revenues identified in Table 2.

Table 1 - COMMITTED PROJECTS

STRATEGIC INTERMODAL SYSTEM PROJECTS

	PROJECT	LIMITS	TYPE	YEAR OF CONSTRUCTION	COST ESTIMATE (Y.O.E. in millions)	PROJECT DESCRIPTION
A	I-95 Interchange	@ Matanzas Woods Pkwy	interchange	2015	\$7.50	New interchange
					Total	\$7.50

STATE AND FEDERAL – OTHER ROADS

	PROJECT	LIMITS	TYPE	YEAR OF CONSTRUCTION	COST ESTIMATE (Y.O.E. in millions)	PROJECT DESCRIPTION
B	Palm Coast Pkwy – widen to 6 lanes	Boulder Rock Dr to Florida Park Dr	road	2013	\$10.76	Add 2 thru lanes
C	Old Kings Rd Extension - Phase I ²	Forest Grove Dr to Matanzas Woods Pkwy	road	2018	\$4.30	New 2-lane road
					Total	\$15.06

LOCALLY-FUNDED ROADS

	PROJECT	LIMITS	TYPE	YEAR OF CONSTRUCTION	Cost Estimate (Y.O.E. in millions)	PROJECT DESCRIPTION
D	Pine Lakes Pkwy Turn-Lane		intersection	2013	\$1.10	Add turn lanes
E	Palm Harbor Pkwy Extension	Palm Harbor Pkwy to Old Kings Rd	road	2014	\$2.34	New 2-lane road
F	Royal Palm Pkwy Paved Shoulders & Left Turn Lanes	Rymfire Dr to Belle Terre Pkwy	intersection	2014	\$1.00	Add paved shoulders & left turn lanes
G	Bulldog Dr/SR 100 Intersection Improvements		intersection	2014	n/a	Intersection improvements
					Total	\$4.44

² Palm Coast hopes to advance the construction of Old Kings Rd Extension – Phase I as a 4-lane facility to coincide with the construction of the I-95 Interchange @ Matanzas Woods. The additional cost is estimated to be \$1,000,000.

Revenue Forecast

The FDOT provided a forecast of state and federal funds expected to be available for transportation projects in the expanded metropolitan planning area. These funds are presented below in Table 2. The funds can be broadly categorized as either "formula" funds or "competitive" funds. Formula funds are allocations based on population and other factors. Eligible recipients can develop cost-feasible plans based on these funds. Competitive funds, as the name suggests, are allocated through a competitive award process. Receipt of competitive funds cannot be expected with any degree of certainty. Therefore, projects that are expected to be funded with competitive funds may not be included in the plan as "cost-feasible" projects. However, they may be included as "illustrative" projects.

In cases where formula funds are allocated on a county by county basis, it is assumed that the share of total funds available for projects within the metropolitan planning area boundary will be proportionate to the area's share of total county population (in this case 90%). The numbers shown in Table 2 have been adjusted on that basis.

Not shown in Table 2 is a \$2,000,000 federal earmark for the construction of the SR 100/SR 5 (US 1) connector (SAFETEA-LU High Priority Project Number HPP-738). Other local funds available to fund transportation projects which are not shown in Table 2 include state imposed gas taxes distributed to local governments, local option gas taxes, transportation impact fees and other developer contributions, property taxes, and special district assessments.

Table 2 – SUMMARY OF REVENUE ESTIMATES FOR THE EXPANDED METROPOLITAN PLANNING AREA IN FLAGLER COUNTY (in millions)

Formula Funding ³						
Road Construction						
	FYs 2014-18	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-35	17 Year Total
TPO Portion of Flagler County	T.I.P.	4.3	12.1	13.1	14.3	43.8

Transit						
	FYs 2014-18	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-35	17 Year Total
Flagler County	T.I.P.	6.8	7.6	8.5	9.3	34.6

Competitive Funding ⁴						
Transportation Regional Incentive Program (TRIP) Funds						
District	FYs 2014-18	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-35	22 Year Total
District 5	T.I.P.	48.2	116.6	116.6	116.6	525.1

³ Road Construction and Transit fund estimates for all of Flagler County were factored to 90%, consistent with the share of total county population in the expanded MPA.

⁴ Projects funded through this category are "illustrative" only.

New Starts Transit Program Funds						
Statewide	FYs 2014-18	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-35	22 Year
(Entire State)	Subtotal	Subtotal	Subtotal	Subtotal	Subtotal	Total ¹
Statewide	T.I.P.	116.7	270.9	270.9	270.9	1,254.3

Cost-Feasible Projects

The cost-feasible list of proposed projects for the expanded metropolitan planning area is presented in Table 3. The list is derived from the cost-feasible alternative identified and evaluated as part of the district-wide transportation modeling activity conducted by FDOT to support the MPOs/TPOs in developing their 2035 long-range transportation plans. Additional projects were identified through the formal, cooperative city/county project prioritization process.

Financial constraints were applied to arrive at the final cost-feasible project lists shown in Table 3. Note that the 17 year total for formula funding (\$43.8 M) shown in Table 2 is approximately equal to the total cost of state- and federal-funded projects listed in Table 3 (\$45.16 M).

The draft cost-feasible list of projects was reviewed by the TPO advisory committees and board and a draft plan was provided for public review and comment. Upon completion of the public comment period, the final plan was submitted for approval to all of the TPO advisory committees and the TPO Board.

In addition to the cost-feasible proposed project list included in this addendum, it is intended that the general provisions of the 2035 Long Range Transportation Plan shall apply to the expanded metropolitan planning area. In particular, this will include the vision, goals, and objectives set out in Chapter 2.

Table 4 on page 6 lists additional priority projects for which complete funding has not yet been identified.

Table 3 - COST-FEASIBLE PROJECTS

Strategic Intermodal System (SIS) Projects

PROJECT		LIMITS	TYPE	YEAR OF CONSTRUCTION	COST ESTIMATE (Y.O.E. in millions)	PROJECT DESCRIPTION
[NO PROJECTS IDENTIFIED]						
				Total	\$0.00	

State and Federal – Other Projects (Federal-Aid Eligible)

PROJECT		LIMITS	TYPE	YEAR OF CONSTRUCTION	COST ESTIMATE (Y.O.E. in millions)	PROJECT DESCRIPTION
1	Old Kings Rd - widen to 4 lanes	Palm Coast Pkwy to Frontier Dr	road	2021-25	\$10.07	Add 2 thru lanes
2	Old Kings Rd - widen to 4 lanes	Frontier Dr to Forest Grove Dr	road	2026-30	\$13.12	Add 2 thru lanes
3	Old Kings Rd Extension - Phase II	Matanzas Woods Pkwy to Old Kings Rd	road	2031-35	\$11.07	New 4-lane roadway
4	Commerce Pkwy Connector Rd	SR 100 to SR 5 (US 1)	road	2021-25	\$1.91	New 2-lane roadway; cost has been offset by a \$2.0 M federal earmark
5	Matanzas Woods Pkwy west – widen to 4 lanes	SR 5 (US 1) to Southbound I-95 Ramps	road	2031-35	\$5.14	Add 2 thru lanes; will require additional \$23.34 M (Y.O.E.) developer contribution
6	Matanzas Woods Pkwy east – widen to 4 lanes	Northbound I-95 Ramps to Old Kings Rd	road	2019-20	\$3.28	Add 2 thru lanes; will require additional \$12.9 M (Y.O.E.) developer contribution
7	SR 100/I-95 Interchange Ramp Improvements	@ SR 100	road	2019-20	\$0.57	Interchange ramp improvements
				Total	\$45.16⁵	

Transit Projects

PROJECT	LIMITS	TYPE	START YEAR	COST ESTIMATE		PROJECT DESCRIPTION
				CAPITAL	OPERATING	
[NO PROJECTS IDENTIFIED]						
				Total	\$	

⁵ Total does not include \$1,000,000 needed to advance Old Kings Rd Extension – Phase I as a 4-lane facility. Construction as a 2-lane facility is currently programmed in FY 2018. Additional funds will have to be available in FY 2018 or earlier.

Table 4 – UNFUNDED PROJECTS

Strategic Intermodal System (SIS) Projects *UNFUNDED*

PROJECT		LIMITS	TIMING	COST (P.D.C. in millions)	PROJECT DESCRIPTION
1	SR 100 – widen to 6 lanes	I-95 to Belle Terre Pkwy	Unfunded	\$32.00	Add 2 thru lanes
Total				\$32.00	

State and Federal – Other Projects (Federal-Aid Eligible) *UNFUNDED*

PROJECT		LIMITS	TIMING	COST (P.D.C. in millions)	PROJECT DESCRIPTION
1	Old Kings Rd - widen to 4 lanes	From Town Center Blvd to Palm Coast Pkwy		\$16.64	Add 2 thru lanes
2	Old Kings Rd south – widen to 4 lanes	From SR 100 to Flagler/Volusia County Line		\$5.70	Add 2 thru lanes
3	John Anderson Hwy – widen to 4 lanes	From SR 100 to Flagler/Volusia County Line		\$4.70	Add 2 thru lanes
4	Railroad Depot	At Woodland Av and Railroad Street		\$1.20	New passenger railroad depot
5	Palm Coast Pkwy – widen to 6 lanes	From SR 5 (US 1) to Belle Terre Pkwy		\$9.36	Add 2 thru lanes
Total				\$37.60	

Bridge Projects (Federal-Aid Eligible) *UNFUNDED*

PROJECT		LIMITS	TIMING	COST (P.D.C. in millions)	PROJECT DESCRIPTION
1	Colorado Dr Bridge #73064 over College Waterway	Colorado Dr @ College Waterway		\$1.15	Bridge rehabilitation
2	Bridge #734063 - Colechester @ College Waterway	Colechester Ln @ College Waterway		\$1.15	Bridge rehabilitation
3	Bridge Rehab -735503, Secretary @ Seminole Waterway	Secretary Trail @ Seminole Waterway		\$1.15	Bridge rehabilitation
4	Bridge Rehab - 734066, Wellington @ Wynfield Waterway	Wellington Dr @ Wynfield Waterway		\$1.15	Bridge rehabilitation
5	Bridge #734067, Palm Harbor @ Mulberry Creek	Palm Harbor Pkwy @ Mulberry Creek		\$1.15	Bridge rehabilitation
Total				\$5.75	