



RIVER TO SEA

Transportation Planning Organization

VISION - PLAN - IMPLEMENT



Annual Report Fiscal Year 2016/2017

2570 West International Speedway Boulevard
Suite 100
Daytona Beach, FL 32114
www.r2ctpo.org
386.226.0422

A Welcome Message from the River to Sea TPO Chairperson Volusia County Council Vice Chair Deb Denys

Although transportation forms a core part of modern society, we tend to take it for granted as long as it gets us where we want to go. We're happy to cruise along the interstate, to commute by car or bus to work each day, and to know that tourists can easily come for a visit. But what happens when that system doesn't function well? If we aren't careful with our transportation decision-making, businesses suffer, safety is compromised, the environment is impacted and traveler frustration grows. Organizations such as the River to Sea Transportation Planning Organization (TPO) work continuously to ensure the transportation system functions properly. In order to do this, it's important to understand what it means to be a "system."



A system is defined as a "regularly interacting or interdependent group of items forming a unified whole." A "transportation system" generally refers to the infrastructure, equipment and services needed to support the movement of people and goods. It covers all forms of transport, from cars and buses to boats, trains, aircraft and even space travel. Efficient transportation systems involve planning, design, construction, operations and maintenance. An efficient system also requires adequate funding and thoughtful policy decisions to keep pace with the ever changing environment.

It's also important to recognize that transportation infrastructure and operations don't exist in isolation. The design of a community served by the transportation system impacts the trip-making decisions of every traveler. For example, a person who uses public transportation may have trouble accessing locations that aren't served with a bus. Likewise, a driver may choose to avoid shopping along a congested corridor.

In this report, you'll see how the various factors of building a transportation system are pursued by the River to Sea TPO in the following four areas of focus:

COMMUNICATE: Sharing plans and ideas, seeking input and explaining our needs and challenges are necessary for good decision-making. The River to Sea TPO works to ensure organizations communicate with each other, to inform and engage the public and to raise awareness of the issues and opportunities faced in our community.

VISION: We live in a fast paced, ever-changing world and success over time requires that we look to the future and keep a strong sense of what is needed to stay ahead of changing trends and technologies.

PLAN: A vision is no more than a dream unless you operate with intention and a well-developed plan for moving towards that vision. The River to Sea TPO undertakes a variety of planning efforts throughout the year to ensure that transportation needs are identified, projects are prioritized and funds are spent responsibly.

IMPLEMENT: Attending the grand opening of a new project is one of the best rewards we could ask for our careful planning and visioning. The River to Sea TPO joined partners throughout the planning area in celebrating the completion of a number of construction projects that improve the safety and efficiency of our transportation system.

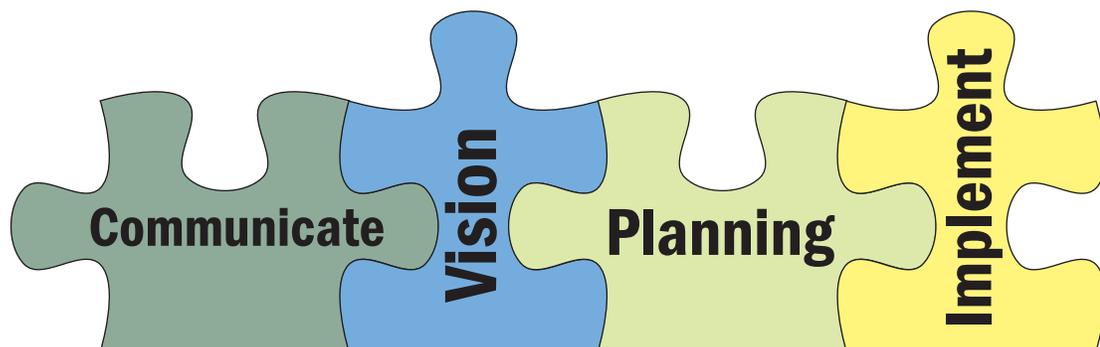
RIVER TO SEA TPO'S FISCAL YEAR 2016/17 AT A GLANCE

Annual operations of the River to Sea TPO are based on the state fiscal year beginning on July 1st and ending on June 30th. The following is a brief overview listing some of the highlights of the past year.

August 2016	Adopted the 2016 Tell the TPO Survey Campaign Report and the US 17/92 Multimodal Corridor Planning Study
September 2016	Adopted R2CTPO Sea Level Rise Vulnerability Assessment Report and SR A1A Safety & Mobility Assessment Report
October 2016	Adopted R2CTPO Congestion Management Process (CMP) and Performance Measures Report
November 2016	Adopted an update to the R2CTPO Public Participation Plan (PPP)
January 2017	Issued R2CTPO 2017 Annual Call for Projects
February 2017	St. Johns River to Sea Loop Trail ranked number 1 as a Tier 2 Regional Trail for SUN Trail funding
March 2017	Annual TPO Planning Retreat on Sea Level Rise and adopts the Accessible Pedestrian Signal Action Plan
May 2017	Adopted TPO updated Title VI and Limited English Proficiency Plan (LEP)
June 2017	Adopted the FY 2017/18 to 2021/22 Transportation Improvement Program (TIP), the 2017 List of Priority Projects and the Flagler County Bicycle/Pedestrian School Safety Studies

PIECES OF THE PUZZLE THAT MAKE UP THE TRANSPORTATION SYSTEM:

There are a number of key components that work together in the development of our transportation system. These include communication; vision; planning; and implementation.



COMMUNICATE

Communication is essential in the development and evolution of our transportation system. The TPO has a robust community outreach program that ensures communication is woven throughout the entire planning process. The importance of communication to the TPO was evident during FY 2016/17 through many activities including the following:

- Addition of a Community Outreach Coordinator to the TPO staff
- Update to Title VI and Limited English Proficiency (LEP) Plan
- Update to the TPO's website (www.R2CTPO.org)
- Update to the Public Participation Plan (PPP)
- Held 12 public meetings/hearings
- Presented to numerous groups and organizations such as the International Speedway Boulevard (ISB) Coalition, Save our Neighborhood, Midtown Health Equity Action Team (HEAT) and Rotary organizations.
- 14,806 visitors to the TPO's website during FY 2016/17

The Public Participation Plan (PPP), a document which outlines the strategies used by the TPO to ensure that members of the public are able to participate in the decision-making process in ways that are meaningful and inclusive.

 171 Facebook "likes"

PROMOTING SAFETY

With the aim of preventing injuries and saving lives, the River to Sea TPO properly fit and donated more than 880 helmets for bicyclists in our community last fiscal year through 14 community and school events throughout our planning area. Some of these events included Port Orange Family Days, Summer School Helmet Fittings, Halifax Arts Festival, Light Up Midtown Health Fair and National Trails Day.



National Trails Day Helmet Fitting



R2CTPO Board Retreat

TPO ANNUAL PLANNING RETREAT

On March 3, 2017, the River to Sea TPO held its annual planning retreat in partnership with the Volusia County Association for Responsible Development (VCARD). The retreat focused on Proactive Strategies to Deal with Sea Level Rise. More than 90 members of the River to Sea TPO Board, advisory committees, the public, consultants and news media attended this event which was held at the Daytona International Speedway.

VISION

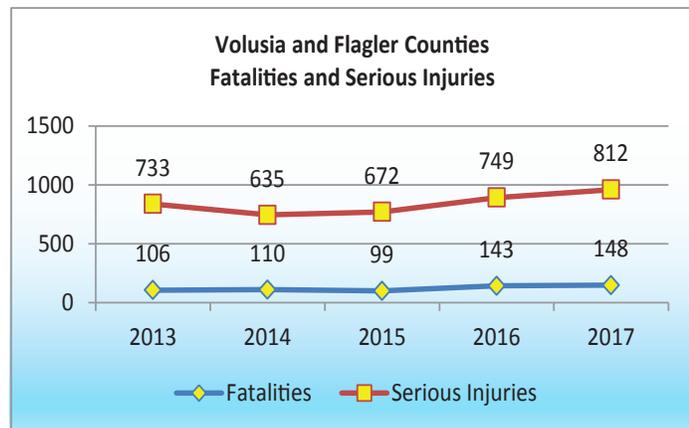
The River to Sea TPO establishes a collective vision for the planning area through the development of a Long Range Transportation Plan (LRTP). The 2040 LRTP vision states:

Our transportation system will provide a safe and accessible range of options that enhances 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 TPO also pursues activities that are geared to move the planning area towards the visions identified in the long-range plan. During this year, the TPO has focused on three main issues:

IMPROVING SAFETY IN OUR TRANSPORTATION SYSTEM

In order to effectively plan, it is important to understand what you are planning for; in our case, increasing travel safety and efficiency for vehicles, bicyclists and pedestrians. This requires collecting and examining data to identify trends that may require action.



ADVANCING TRANSPORTATION TECHNOLOGY

Advancements in transportation technology offer the potential to improve the safety and efficiency of our transportation system. Communities that embrace new technology and prepare to take advantage of these opportunities will be better positioned in the future. The River to Sea TPO is engaged in planning and funding the deployment of new technologies in transportation including adaptive traffic signals and advanced communication strategies.

PREPARING FOR SEA LEVEL RISE AND SEVERE WEATHER

Looking to our future as a coastal community, the River to Sea TPO has begun to assess the transportation system concerns of increased severe weather and flooding associated with sea level rise. The R2CTPO is completing vulnerability assessments of transportation-related infrastructure and assets within the our planning area to identify potentially threatened transportation system infrastructure.



SR A1A following Hurricane Matthew

PLAN

One of the main functions of the River to Sea TPO is transportation planning. It is through clear planning and design that the TPO is then able to fund projects through to completion. During FY 2016/17, the TPO developed numerous studies and plans for our area.

Accessible Pedestrian Signal (APS) Action Plan

This plan was aimed at improving safety and accessibility for pedestrians and transportation disadvantaged transit system users, especially those with visual impairments. It identified key locations where potential APS equipment is needed to provide the greatest benefit to transportation system users and pedestrians.

SR A1A Pedestrian Safety & Mobility Study

This study was conducted in order to help generate a list of suggested improvements addressing the growing need for pedestrian/bicycle safety along SR/CR A1A in Volusia and Flagler Counties.



APS Signal



US 17-92 and Taylor Road

US 17 /92 Phase II Corridor Improvement Program (CIP)

This phase of the program built on the efforts of Phase I of the US 17/92 CIP to develop and evaluate project recommendations that will improve safety and mobility for all persons traveling the corridor. The limits of the study included US 17/92, from the Seminole County line to Putnam County line.

Flagler County School Safety Review Studies

These safety studies looked at seven elementary and middle schools in Flagler County and evaluated the two mile walk zones surrounding them to provide recommendations for

projects that will improve walkability and bikability. This was done in an effort to create a safe environment for students to walk or bicycle to school.

Congestion Management and Performance Measures Report

This report involves a systematic method to monitor and evaluate traffic operations to maintain and improve transportation efficiency and reliability. During the past year, the report was expanded to include other indicators of transportation system performance including safety.



Congestion on Interstate 4

REGIONAL PLANNING APPROACH

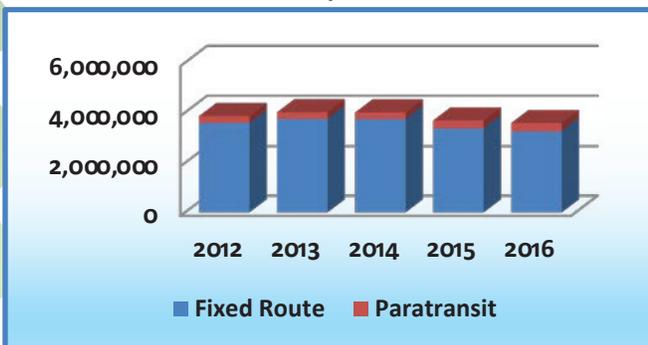
For more than decade, the River to Sea TPO has been a participating member of the Central Florida MPO Alliance (CFMPOA). This group is comprised of six Central Florida MPOs/TPOs that meet on a quarterly basis to collaborate on transportation needs of the region. The CFMPOA annually develops a regional list of priority projects for the mutual benefit of the region and to improve the communication of regional priorities to FDOT. Projects are grouped into three main categories: 1) Strategic Intermodal System (SIS) projects that connect the MPOs/TPOs to transportation and freight trade; 2) Regional Trail projects which involve the statewide interconnected system identified by the Office of Greenways and Trails; and 3) Regional Transit projects that increase mobility across MPO/TPO and county boundaries. Regional cooperation at this level had not previously occurred and we are proud to be at the leading edge of regional planning in Florida.

FREIGHT & TRANSIT SYSTEMS

The River to Sea TPO is focused on providing effective supporting infrastructure for trade and industry. The TPO works with the FDOT Freight Coordinator and local organizations to identify possible freight needs in the planning area. Freight transport is supported primarily by the Strategic Intermodal System (SIS), which consists of highways, railways, airports and seaports. The major SIS highways in the TPO's planning area include I-95, SR 40, US 17, SR 100 and I-4.

The River to Sea TPO planning area is served by three providers of public transit: Votran, Flagler County Public Transportation and SunRail. Votran serves as Volusia County's transit service provider, offering both fixed route and paratransit service with the mission of safely and dependably meeting the community's mobility needs at an affordable price.

2012-2016 Votran Ridership



Source: Votran



Votran Bus

Votran transit service data shows a slight decrease in fixed route ridership but a small increase in paratransit ridership. The decrease may be attributed to an increase in fares from 2013 to 2014; however, this trend is being experienced by many other transit agencies throughout the USA, and has been attributed to the improved economy, lower fuel prices and the introduction of alternative travel modes.

Flagler County Public Transportation (FCPT) provides door-to-door, shared ride paratransit service. The data shows that the number of total trips provided by FCPT has increased steadily from 2012 to 2016. Currently, Flagler County is beginning work to consider fixed route service along selected corridors.

2012-2016 Flagler County Transportation Total Trips



Source: Flagler County Public Transportation



Flagler County Public Transportation

SunRail provides commuter rail service in Orange, Seminole, Volusia and Osceola Counties in Central Florida. The first phase of service began in May 2014, included 12 stations and spanned 32 miles from DeBary to Sand Lake Road, south of Orlando. Phase II will add five new stations. The southern expansion into Osceola County began April 1, 2016 with four new stations. The expansion of Phase II North will link DeBary to DeLand in Volusia County. FDOT is still currently reviewing funding options for the DeLand station.



SunRail

SunRail Annual Boardings (July 2016 - June 2017)

Annual boarding data shows that total boardings for the DeBary station as the second highest number of riders with 102,937 people boarding. This is a positive sign for Volusia County from an economic perspective since so many commuters are residents of Volusia County even as they travel for work to adjoining counties.



Source: Florida Department of Transportation



IMPLEMENT

ANNUAL TPO PRIORITY PROJECT PROCESS

Each year, the River to Sea TPO issues an annual “Call for Projects” accepting applications for projects from member local governments to be added to the TPO's List of Prioritized Projects. These lists are used by FDOT to allocate state and federal funding throughout the planning area.

PROJECT FEASIBILITY STUDIES

The TPO supports the advancement of projects for local governments by conducting feasibility studies early in the development stages. The TPO sets aside \$200,000 per year in SU funds to conduct feasibility studies. Listed below are the feasibility studies that were initiated during FY 2016/17:

- Port Orange Sidewalk Gap Feasibility Study (Port Orange)
- Thompson Creek Trail Feasibility Study (Ormond Beach)
- Highbanks Road Sidewalk Feasibility Study (DeBary)
- Dunlawton Ave/Nova Rd Intersection Improvement Feasibility Study (Port Orange)
- Dunlawton Ave/Clyde Morris Blvd Intersection Improvement Feasibility Study (Port Orange)
- 15th Street Sidewalk Feasibility Study (Holly Hill)
- Center Ave Sidewalk Feasibility Study (Holly Hill)
- US 92 @ Woodland Blvd (US 17) Intersection Improvement Feasibility Study (DeLand)
- US 92 @ Garfield Ave Intersection Improvement Feasibility Study (DeLand)
- SR 44 @ Mission Rd/Wallace Rd/Canal St Alternative Intersection Analysis Design Feasibility Study (New Smyrna Beach)

REGIONAL TRAILS

In 2016, the Florida Greenways and Trails Council (FGTC) ranked the St. Johns River to Sea Loop first among seven regional trails competing for state SUN Trail funding. Priority ranking positions the trail projects to receive a portion of the state’s \$25 million annual appropriation. The 260-mile St. Johns River to Sea Loop (SJR2C) meanders through five counties in Central Florida. During FY 2016/17, SUN Trail funding to the River to Sea TPO planning area totaled \$8,715,000.

The East Central Florida Regional Rail Trail is a 12-foot, paved bicycle and pedestrian trail that will one day span 52 miles from Enterprise to Titusville, including a 10-mile section to Edgewater. The trail will connect urban centers with the countryside and provide a pathway for commuters and recreationists. It is



River to Sea Transportation Planning Organization
2017 LIST OF PRIORITY PROJECTS

STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS	2
REGIONALLY SIGNIFICANT, NON-SIS ROADWAY PROJECTS.....	3
TRAFFIC OPERATIONS, SAFETY, AND LOCAL INITIATIVES PROJECTS.....	5
BICYCLE/PEDESTRIAN AND B/P LOCAL INITIATIVES PROJECTS.....	13
TRANSIT PROJECTS.....	19
TRANSPORTATION PLANNING STUDIES.....	20



St. Johns River to Sea Loop Trail Groundbreaking

part of the larger Coast-to-Coast Connector Trail and also part of the East Coast Greenway network stretching from Florida north all the way to Maine. Parts of the East Central Florida Regional Rail Trail are currently under construction and the entirety of the trail is expected to be completed by 2019. All project segments connecting the trail are now funded, progressing in various stages of development, right-of-way acquisition, construction or design.

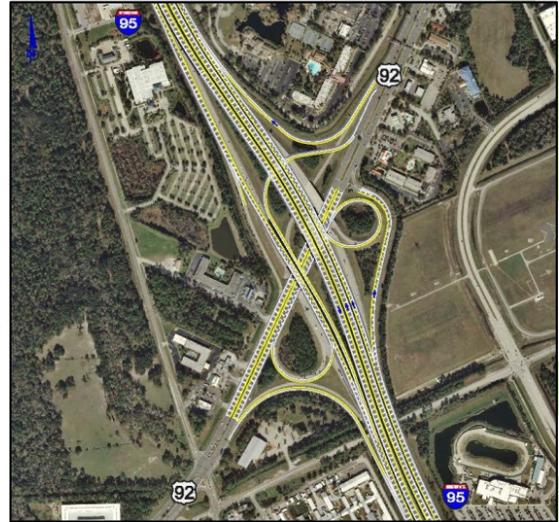
CONSTRUCTION PROJECTS

Widening of I-4 from SR 44 to I-95;

Widening of I-95 from the Brevard County line to US 92;

I-4/I-95/US 92 Systems Interchange:

These improvements will complete the six-laning of the interstate highway system throughout Volusia and Flagler Counties and provide a needed upgrade to the interchange connecting these two highways. These projects are expected to be completed in summer 2018.



US 1 Intersection Improvements:

These improvements include a series of intersections at US 1 and Park Ave; Canal Street; Big Tree Road; and Reed Canal Road. Proposed I-4/I-95/US 92 Systems Interchange

East International Speedway Boulevard Beachside Corridor Improvement Project:

This project includes advanced traffic signal improvements, wider sidewalks, a pedestrian overpass, lighting, landscaping and safety and drainage improvements; it also supports significant private sector development throughout the corridor.

East Central Regional Rail Trail - Segment 6:

Completed this year, this trail is a 12-foot wide, paved, multipurpose trail that runs from Cow Creek Road to Dale Street in Edgewater. It also included the construction of a pedestrian bridge spanning SR 442.

Spring to Spring Trail (Blue Springs Park to Detroit Terrace)

This trail is a 12-foot wide, paved, multipurpose trail that runs from Blue Springs Park to Detroit Terrace for a total of 2.4 miles in Orange City. It was completed during this fiscal year.

Doyle Road (Courtland Boulevard to SR 415) – Paved Shoulders Project

This project, completed in 2016, added paved shoulders to both sides of Doyle Road, from Courtland Boulevard to SR 415, in Deltona.



DEMOGRAPHICS OF THE TPO'S PLANNING AREA

QUICK FACTS

Volusia County

Total population: 517,411 (2016 estimate)

Median age: 46.4 years

Race:

- White – 84.3%
- Black or African Alone – 11.2%
- Other – 4.5%

Ethnicities:

- Hispanic or Latino (any race) – 13%
- Not Hispanic or Latino – 87%

Flagler County

Total population: 103,095 (2016 estimate)

Median age: 49.5 years

Race:

- White – 84.1%
- Black or African Alone – 11%
- Other – 4.9%

Ethnicities:

- Hispanic or Latino (any race) – 10.3%
- Not Hispanic or Latino – 89.7%

Source: BEBR, Projections of Florida Population; US Census Bureau Quick Facts

In order to plan effectively, it is important to understand the demographics of the area. In recent years, total population in the planning area has held steady; however, as our economy continues to recover and construction and tourism rebound, the populations of Volusia and Flagler Counties are expected to rise steadily in the foreseeable future. The growing population is expected to result in increased demand for transportation and mobility. The River to Sea TPO forecasts these needs and provides high quality transportation options for the citizens and visitors of Volusia and Flagler Counties.

STATE OF THE TRANSPORTATION SYSTEM

The River to Sea TPO's transportation system includes many different facets; roads, bridges, railways, airports, transit, sidewalks and trails. These components must all function together as a cohesive system in order to respond to the needs of the community and provide safe and efficient travel for all people.

QUICK FACTS

The River to Sea TPO's Metropolitan Planning Area (MPA) transportation system currently includes:

- 93 miles of interstate highway
- 496 miles of state roads
- 3872 miles of county and city roads
- 199 total bridges
- 401 signalized intersections
- 97 miles of railroad track (approximately 40 miles passenger rail and 57 miles freight track)
- 5 public airports
- 78 miles of paved, multi-use trails
- 2,729,389 miles of revenue service for fixed route transit service for FY 2016/17



Bethune-Cookman University "Not So Noisy" Bike Fair

TPO FUNDING

Funding is critical in planning for the future of our area. Planning activities of the River to Sea TPO are primarily funded through two main sources: the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Local funding is also provided each year by the member local governments and is set at 10 cents per capita. Funding the TPO receives is used to pay for planning and feasibility studies as well as project implementation. Local funding also helps support public outreach activities and events like our participation in community events, the bicycle/pedestrian safety program and helmet fittings held throughout Volusia and Flagler Counties.

The allocation of the funds that the TPO receives is identified in our Unified Planning Work Program (UPWP), a document that describes various work tasks to be undertaken by the TPO over a two-year period.

The TPO strives for responsible and transparent financial stewardship. To that end, the organization undergoes a financial audit each fiscal year (July 1 through June 30) completed by an independent auditor. For the past five years, there have been no adverse findings in our annual audit.

R2CTPO Expenditures - FY 2016/17

Expenditures	FY 2016/17
Federal Funds	\$1,133,975
State Funds	\$58,779
Local Funds	\$83,721
Total Expenditures	\$1,276,475

FY 2016/17 TPO Expenditures

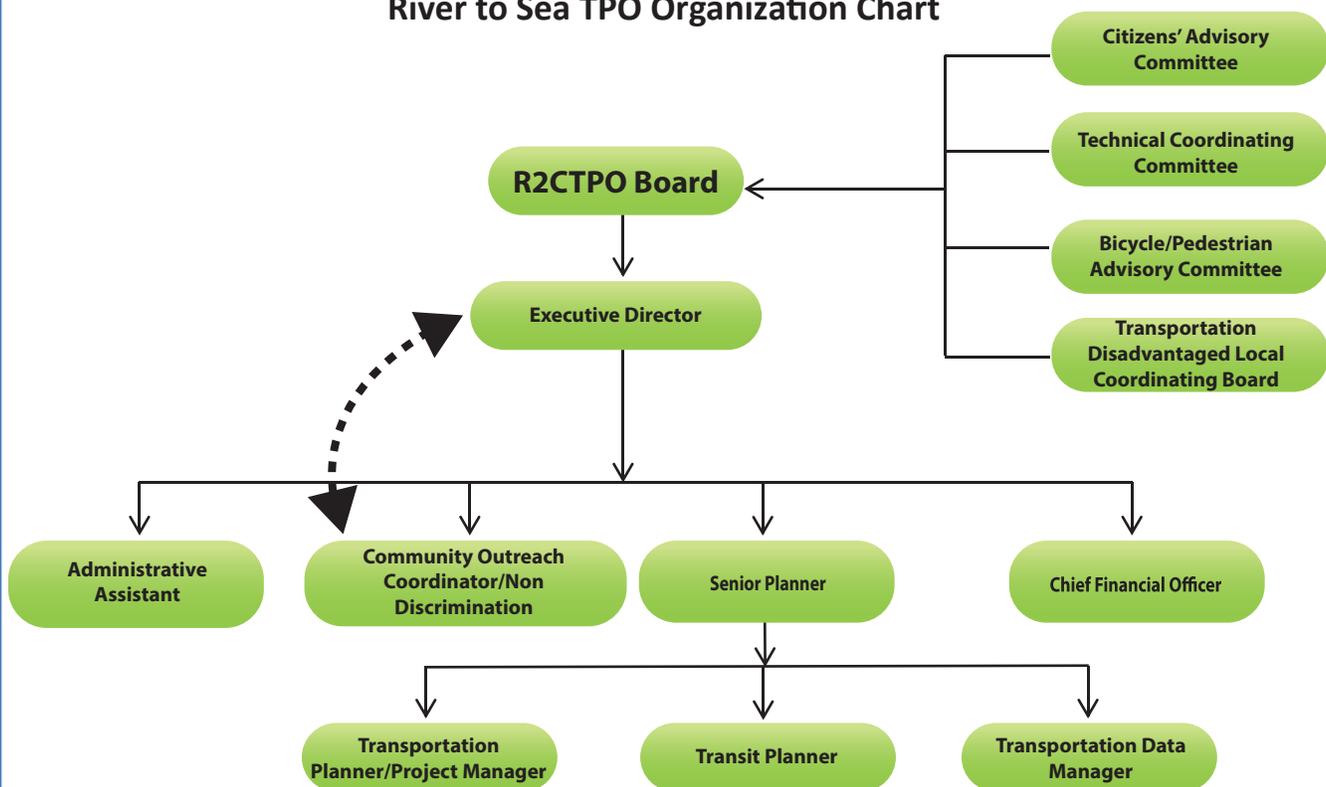


ORGANIZATION OF THE RIVER TO SEA TPO

The River to Sea TPO Board is comprised of locally elected officials representing all of the municipal and county governments within the TPO's metropolitan planning area. These officials are elected to office by the public and are expected to act on behalf of their respective constituencies. In this regard, they contribute to public participation in the TPO process by representing the interests of the citizens in their jurisdictions and by promoting transportation plans and programs in the community. The members of the TPO Board work together to plan for our future. The business of the TPO is conducted through regularly scheduled meetings of the R2CTPO Board and its three advisory committees: the Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC). In addition, there is a Transportation Disadvantaged Local Coordinating Board (TDLCB) which is comprised of professionals and citizens responsible for making recommendations to the Commission for the Transportation Disadvantaged (CTD) in Tallahassee on issues, plans, and programs related to the transportation disadvantaged population in Volusia County.



River to Sea TPO Organization Chart



FY 2016/17 River to Sea TPO Board Members
TPO Chairperson
Volusia County Council Vice Chair Deb Denys
Volusia County District 3

<p>Mayor Stephen Emmett Beverly Beach</p>	<p>Commissioner Penny Currie Holly Hill</p>	<p>Councilwoman Nancy Long South Daytona</p>
<p>Vice Mayor John Rogers Bunnell</p>	<p>Vice Mayor Vernon Burton Lake Helen</p>	<p>County Chair Ed Kelley Volusia County</p>
<p>Commissioner Robert Gilliland 2nd Vice Chairperson Daytona Beach</p>	<p>Commissioner Jason McGuirk New Smyrna Beach</p>	<p>Council Member Pat Patterson Volusia County District 1</p>
<p>Council Member Lorraine Geiger Daytona Beach Shores</p>	<p>Commissioner Bill Lindlau Oak Hill</p>	<p>Council Member Billie Wheeler Volusia County District 2</p>
<p>Vice Mayor Lita Handy-Peters 1st Vice Chairperson Deland</p>	<p>Council Member Jeff Allebach Orange City</p>	<p>Council Member Joyce Cusack Volusia County At-Large</p>
<p>Vice Mayor Leigh Matusick DeLand</p>	<p>Commissioner Dwight Selby Ormond Beach</p>	<p>Non-Voting Members: Andy Dance Flagler County School Board</p>
<p>Vice Mayor Chris Nabicht Deltona</p>	<p>Vice Mayor Steve Nobile Palm Coast</p>	<p>Volusia County School Board Saralee Morrissey</p>
<p>Councilwoman Christine Power Edgewater</p>	<p>Mayor James Sowell Pierson</p>	<p>FDOT Gene Ferguson TPO Liaison (non-voting advisor)</p>
<p>Commissioner Marshall Shupe Flagler Beach</p>	<p>Council Member Joe Perrone Ponce Inlet</p>	<p>BPAC Chairperson Dustin Savage</p>
<p>County Chair Nate McLaughlin Flagler County</p>	<p>Council Member Drew Bastian Port Orange</p>	<p>CAC Chairperson Judy Craig</p>
		<p>TCC Chairperson Tim Burman</p>

