



ANNUAL REPORT

Fiscal Year 2013/2014



Message from Council Member Patricia Northey

R2CTPO Chairwoman for Fiscal Year 2014/15



Patricia Northey

As the Chair of the River to Sea Transportation Planning Organization (R2CTPO), I am pleased to present the “*River to Sea TPO Fiscal Year 2013/14 Annual Report*.”

The information contained in this report provides a snapshot of the transportation related information and activity underway in our planning area. As you read through this information, it’s important to recognize the service of Nancy Long, Vice-Mayor of South Daytona and Chair of the R2CTPO during the past year. I would like to compliment her for the wonderful accomplishments reflected in this report. She led the TPO through an expansion process that re-drew the planning area boundaries, changed the composition of the Governing Board and changed the name of the organization from the Volusia TPO to the River to Sea TPO. Her leadership was critical in navigating through this period.

Of course, looking back over the past year allows us to determine the areas we need to focus on as we proceed into the future. Activities such as expanding the planning area mean that we need to take time to reach out to communities that are new to the TPO. Therefore, **public outreach** will continue to play an important part of TPO activities. This is even more critical as the TPO continues working to develop a long range transportation plan for the planning area.

The addition of **SunRail** this past May was monumental for Volusia County and Central Florida. The initial success of the commuter train is impressive and everyone who helped support this project should be proud of the accomplishment. There is still much work to be done, however, to make the commuter rail service even more successful. Implementation of Phase II service, encouraging transit oriented development around the stations, adding connections that improve access to the service and developing plans for future service expansion all need to be pursued.

Safety improvements will also continue to be a focus for the TPO with support from the state. Safety awareness programs for school children, public service announcements and law enforcement training have all provided opportunities to improve safety awareness throughout the R2CTPO planning area. This is particularly important for bicycling and pedestrian activity as Volusia County and the State of Florida continue to rank high in injuries and fatalities.

Finally, there is the continued goal of developing a world class **multi-use trails system**. Quality trails create opportunities to link communities together, to boost eco-tourism activities and to improve the health and well-being of our residents.

I have been committed to advancing each of these programs in recent years and I look forward to opportunities for the R2CTPO to build upon the previous successes of the organization. ■

Introduction

The River to Sea Transportation Planning Organization (R2CTPO) serves to coordinate transportation planning activities among agencies and to develop transportation plans and programs for the designated Metropolitan Planning Area (MPA). This organization is the primary forum in which local governments, elected officials, and citizens alike voice their concerns and work together to identify priorities and improvements to all modes of transportation. Federal and state laws require that urbanized areas with a population of 50,000 or more must form an organization to facilitate the planning and development process and the allocation of federal and state transportation funds. During FY 2013/2014, the MPA was comprised mainly of Volusia County. However, the TPO has been working towards expansion into the urbanized areas of Flagler County as reflected in Figure 1. This effort was completed at the transition to the new fiscal year. ■

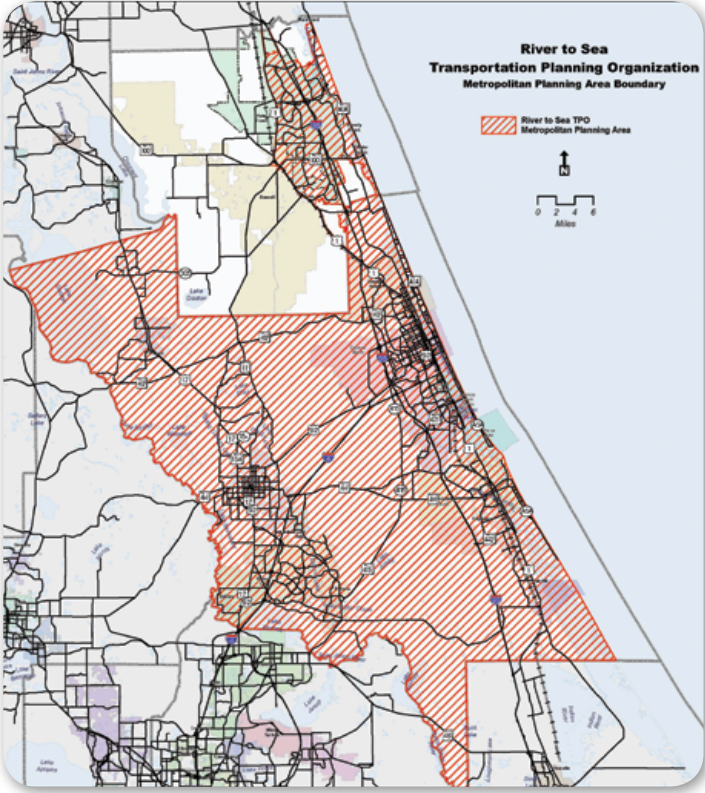
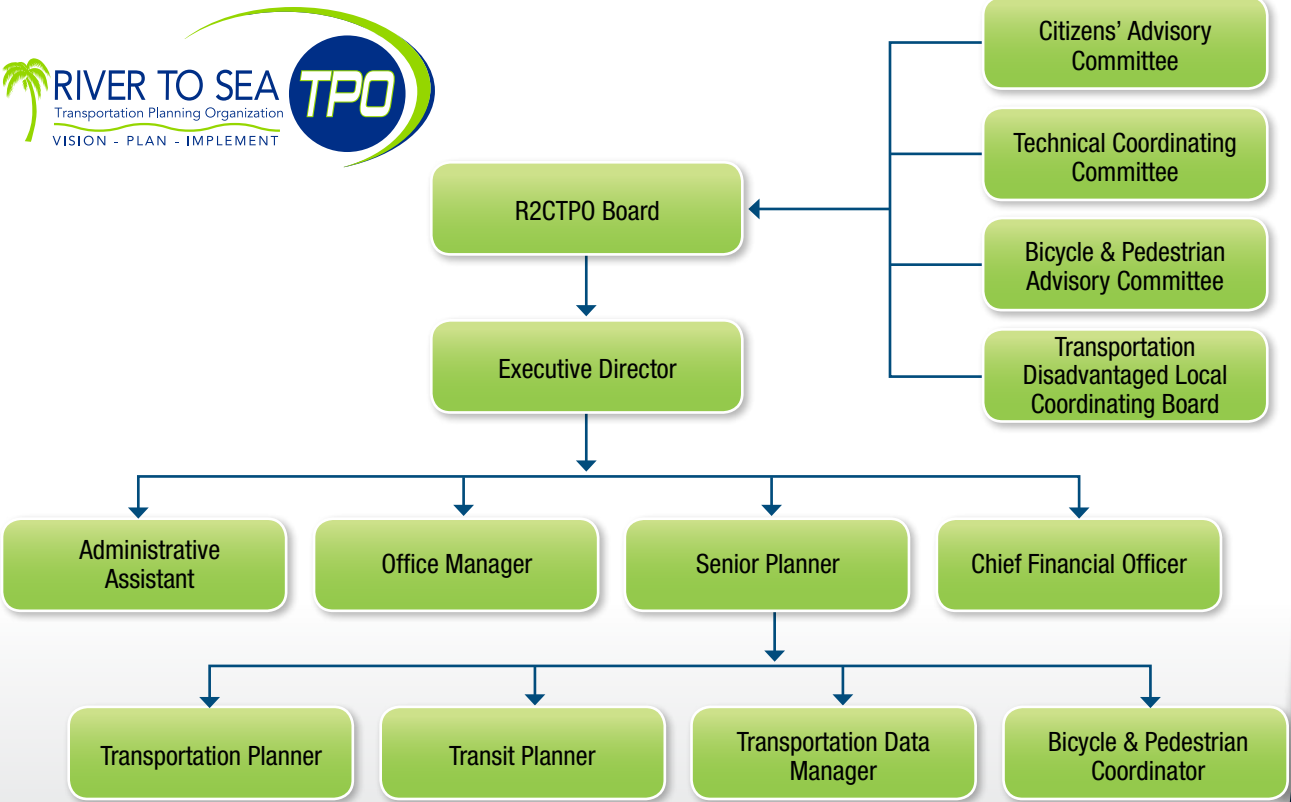


Figure 1: Expanded MPA Boundary

Organization of the River to Sea TPO



TPO Funding

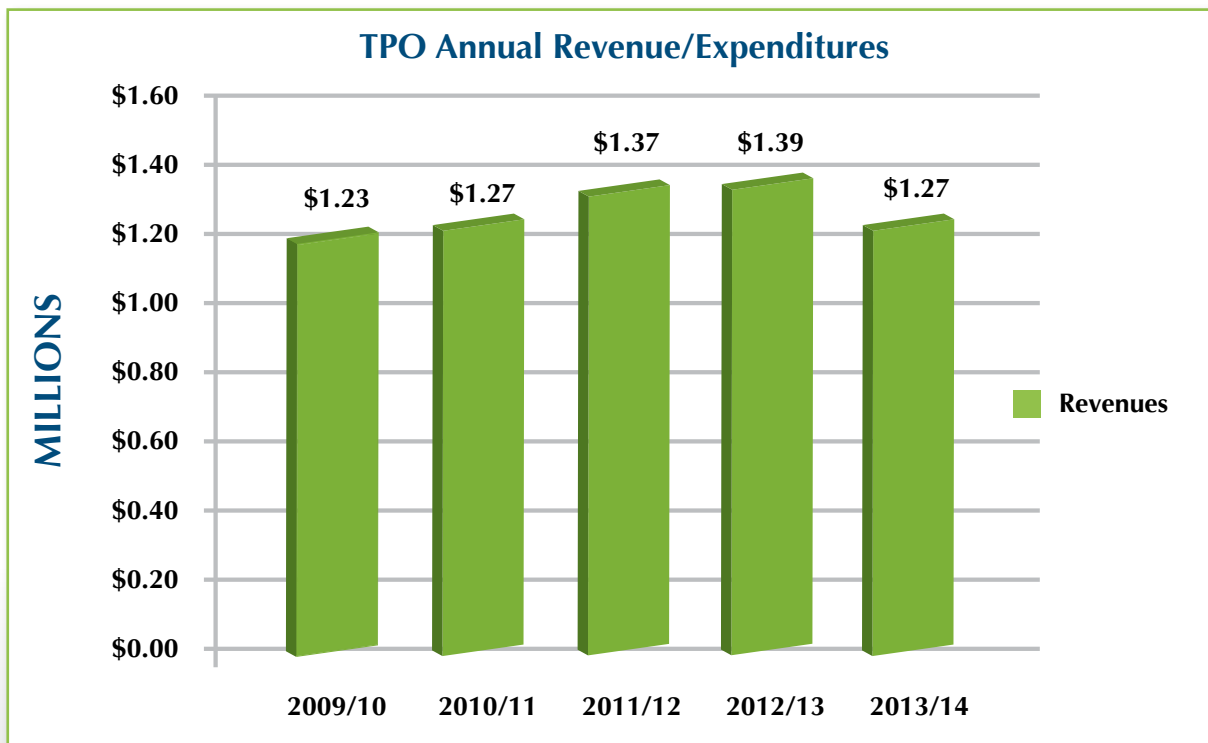
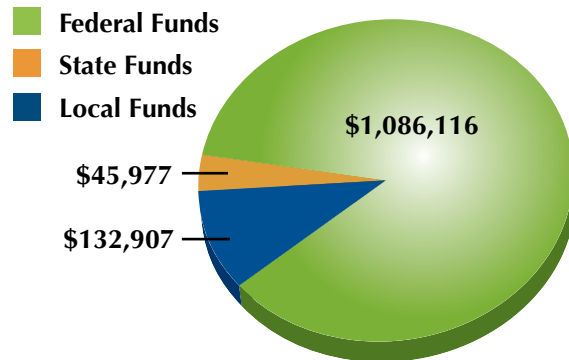
The TPO receives various types of planning funds that are administered through the Florida Department of Transportation (FDOT). The two main sources of funding come from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These funds are placed in the TPO's two-year Unified Planning Work Program (UPWP) which is a document used by the TPO to identify various work tasks. Funds from the FHWA decreased in the past two years whereas funds from the FTA have been increasing. A local contribution is also provided each year by the member governments set at 10 cents per capita.

The TPO has an annual financial audit of its operations completed by an outside independent auditor for each fiscal year, which runs from July 1 through June 30. For the past five years there have been no adverse findings in the annual audit.

Every two years, at the end of the UPWP planning horizon, the TPO de-obligates any unused funds so that they can be programmed into the new UPWP. This process allows the unused funds to remain available for planning activities. As noted in the table below, the FY 2013/14 expenditures were lower than the prior year and carry forward funds will be reflected in the upcoming year. ■

TPO Revenues - FY 2013/2014

Revenue/Expenditures	FY 2013/2014
Federal Funds	\$1,086,116
State Funds	\$45,977
Local Funds	\$132,907
Total Revenue	\$1,265,000



Demographics of the Planning Area

QUICK FACTS (2010 Census unless otherwise noted)

The River to Sea TPO's MPA includes:

- 498,978 Total Population (2013 BEBR)
- Median age is 45.3 years
- Race includes:
 - White 82.5%
 - Black 10.5%
 - Other 7.0%
- Ethnicities include:
 - Hispanic/Latino 11.2%

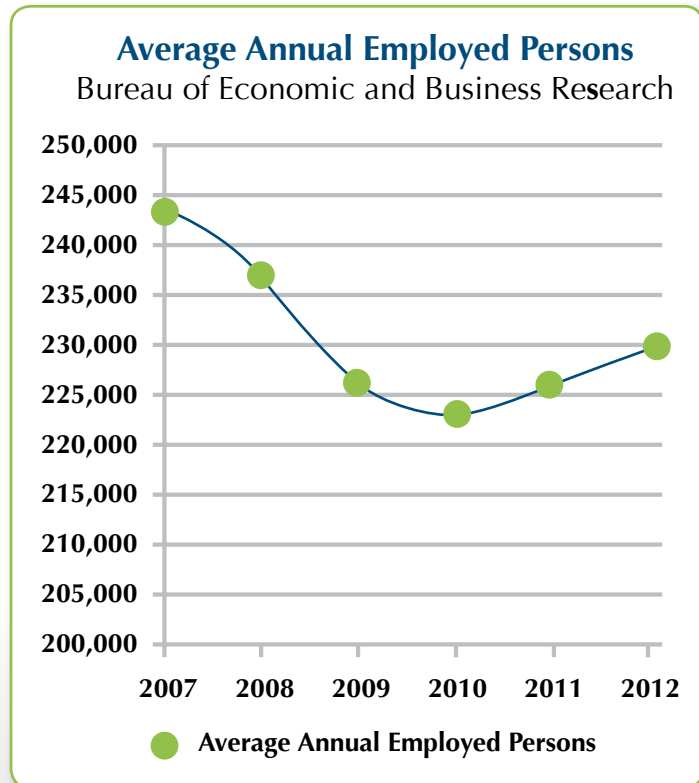
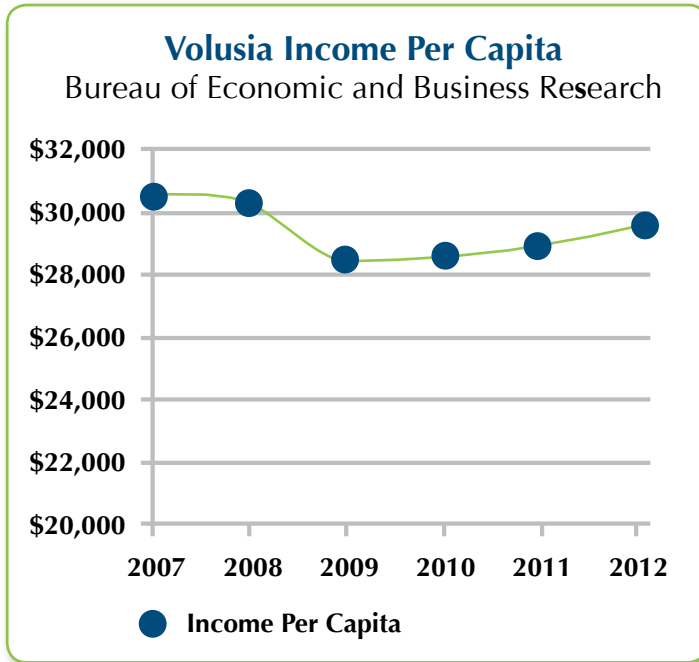
Based on the trend in census data, we expect the population of Volusia County to rise steadily in the foreseeable future. With a growing population comes a growing demand for mobility. The River to Sea TPO is dedicated to providing high quality transportation options for the citizens and visitors of Volusia County and Flagler County.

According to data from the Bureau of Economic and Business Research, both income per capita and employment rates are increasing. These metrics are promising, heading toward levels not seen since before the 2008 financial crisis. At the same time, the median age of Volusia citizens is 45 years, and that median is expected to rise in the future. Providing efficient, effective transportation systems for Volusia's dynamic population, aging residents and growing economy is an important focus of the TPO.

In the coming year, expansion of the TPO boundary will require that we revisit the population demographics to ensure we have a firm understanding of the broader region. ■



R2CTPO 2014 Annual Retreat



State of the System

QUICK FACTS

The River to Sea TPO's MPA currently includes:

- 77 miles of Interstate Highway
- 4,135.5 miles of "other roads" (including local roads)
- 136 fixed bridges (including Volusia's three bascule bridges)
- 347 signalized intersections
- Approximately 97 miles of railroad track
- Four airports
- 82+ paved miles of paved, multi-use trails

FREIGHT FACTS

The R2CTPO is focused on providing effective supporting infrastructure for trade and industry. 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 planning area are I-95, SR 40, US 17, I-4 and a portion of US 92. These form a network to support freight traffic in our area, serving to strengthen our economy. Currently, Volusia's top importer is Lake County, sending us 860,857 truck tons, and Volusia's top export receiver is Duval County receiving 326,142 truck tons (IHS Global Inc.'s Transearch, 2011).



According to the *Central Florida Regional Freight Mobility Study* developed this past year, 58.9 million tons of freight moved out of, into, within, and through Volusia County in 2010. Of those, 51.1 million tons (87%) consisted of through traffic, making no exchange in Volusia County. Imports/Exports are fairly balanced; 54% are imports and 46% are exports, allowing carriers to better match inbound and outbound loads. Volusia represented 10% of all outbound freight in the seven counties subject of the study (Volusia, Brevard, Orange, Sumter, Lake, Seminole, and Osceola).

In coming years, freight will have a growing presence in the local economy as the State of Florida continues to expand its capacity for shipments and as distribution centers consider locating within the planning area. ■

BICYCLE AND PEDESTRIAN ACTIVITY

To support the growing interest in bicycling for transportation and recreation, the R2CTPO has facilitated funding for bike paths and trail projects throughout the planning area. By setting aside a portion of the funding made available to the TPO as well as using Transportation Alternative Program (TAP) funding, the TPO is able to support the construction of projects such as the Coast to Coast Trail. The TPO also initiated a Regional Trail Corridor Improvement Plan to improve the safety, mobility, and connectivity of the regional trail network.

There are over 82 miles of trails in the MPA, from shared use paths (eight foot wide paved path) to showcase trails (12 foot wide paved path) that often run through scenic natural areas. This interconnected system provides active transportation and recreation to citizens in our community. Bicycling is becoming an increasingly preferred mode of transportation in the U.S., growing by 47% from 2000 to 2011. In response to this growing demand, the TPO has prioritized bicycle infrastructure improvement projects for the benefit of our citizens' health and well being. ■



Flagler Beach



East Central Regional Rail Trail



Pedestrian Walkway Bridge

TRANSIT

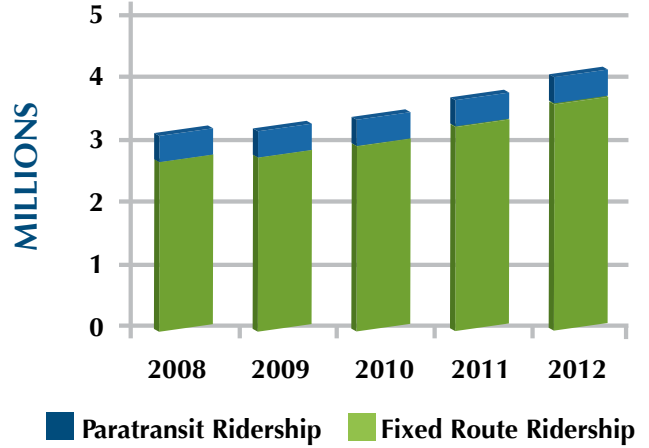
Votran serves as Volusia County's transit service provider, with the mission of safely and dependably meeting the community's mobility needs at an affordable price. The available transit service data shows ridership increasing steadily across the board.

Fixed route ridership is the main service providing mobility to citizens across the county. This convenient and affordable service has seen an increase in ridership by 20% from 2008 to 2012. Paratransit ridership is inclusive of people who are elderly or live with disabilities. Votran Gold is the door-to-door service available for individuals with a disability who cannot use Votran's regular bus service or are unable to obtain or make arrangements for transportation through their own efforts or those of their friends, family or volunteers.

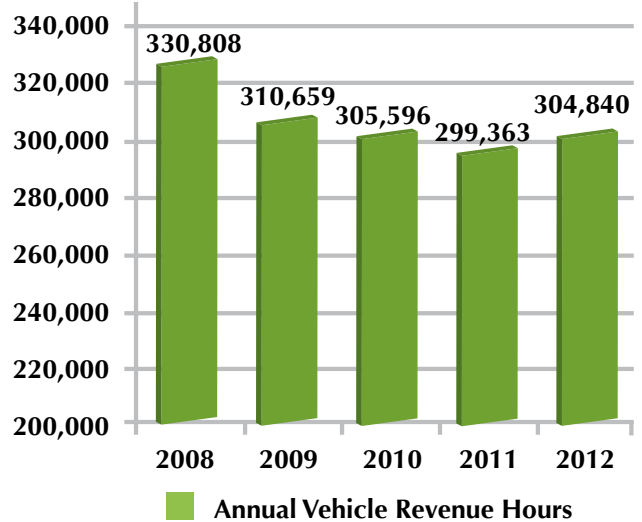
The Annual Vehicle Revenue Hours metric is the total number of hours all Votran buses were providing service. This data shows that overall, the total hours of bus service has slowed in recent years. Although this may appear to be negative, Votran is actually providing more trips with fewer buses. This is indicative of an increasingly efficient transit system.

Of course the big news regarding public transit is the initiation of passenger rail service between Volusia County and the Orlando metropolitan area. More about SunRail commuter service is included in the projects section of this report. ■

Votran Ridership Fixed Route and Paratransit



Votran Annual Vehicle Revenue Hours



SunRail DeBary Station



Votran

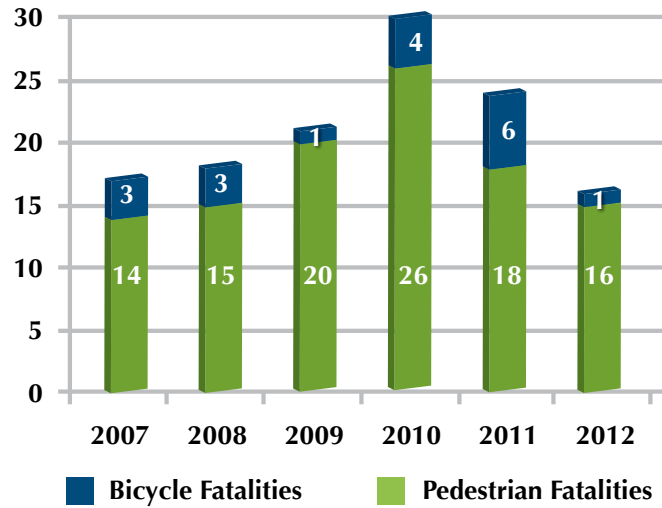
SAFETY

Safety is a top priority for the R2CTPO. We work diligently to provide transportation projects that are both safe and efficient, while also targeting awareness by conducting workshops and educating students, law enforcement, and citizens about safe practices. Increasing safety awareness and promoting safe driving, biking, and walking helps prevent injuries and fatalities in our community. ■



Pedestrian crosswalk in-street sign donated to the City of Daytona by the R2CTPO.

Volusia Bicycle and Pedestrian Fatalities Florida Dept. of Highway Safety and Motor Vehicles



Vehicular Injuries and Fatalities 2005-2010 Florida Dept. of Highway Safety and Motor Vehicles



TRANSPORTATION AND QUALITY OF LIFE



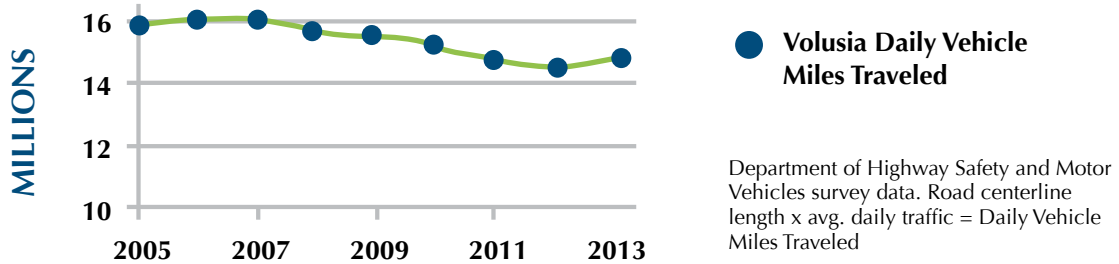
The R2CTPO seeks to balance community priorities by developing transportation systems that are efficient, safe, and improve our quality of life. For example, we are promoting transportation alternatives, such as the “complete streets” design of transportation corridors that are inclusive of pedestrians, bicyclists, and motorists. As our transportation systems continue to develop, awareness and sensitivity of environmental justice is increasing. By analyzing and recognizing the impacts of transportation systems on all members of our community and identifying the needs of all citizens, we develop more successful and inclusive transportation networks.

In addition, awareness of the impacts of transportation on the natural environment is increasing. Air and noise pollution, storm water run-off and preservation of the natural environment present growing concerns for the planning area.

Interesting, however, is the influence of the economy and technology on making positive progress. A reduction in carbon emissions has been made as Volusia’s consumption of gasoline has fallen by over three and a half percent in recent years (2006-2012). This trend is consistent with a steady reduction in driving by our community members, and is likely a result of higher gas prices, increasing fuel efficiency and the “sluggish” economic recovery. ■



Volusia Daily Vehicle Miles Traveled (FDOT)



COMMUNITY CONNECTIONS

The Bicycle and Pedestrian Safety Program includes a variety of planning projects and safety training workshops to improve infrastructure and safety for bicycling and walking in our community.

- Helmet fitting programs are held frequently to provide bicycle helmets for students and citizens in our community. According to the Florida Department of Highway Safety and Motor Vehicles, 88% of the bicycle fatalities in Florida in 2009 occurred with bicyclists that were not wearing helmets. Over 900 helmets were fitted for bicyclists in our community last year, and approximately 10,000 have been fitted since the inception of the program, serving to prevent injuries and save lives.
- Law Enforcement Training Workshop - The R2CTPO conducted the second of three annual workshops with police officers to train enforcement of pedestrian safety laws. Using a grant from the state safety office, consultants are hired to carry out the training. Since the start of these workshops, pedestrian safety has been significantly improved by reducing crashes involving pedestrians and motorists.
- The R2CTPO participated in a multidisciplinary committee with the local school district concerning student safety. Meeting and working with the school district committees, we've helped develop and implement initiatives to improve safety and significantly reduce the number of crashes involving students in our community.
- The TPO produces the Volusia County Bicycling Map for Experienced Cyclist and distributes these at various locations to encourage safe cycling. On average, 2,000 maps are handed out each year.
- PSAs – the TPO partnered with BrightHouse Media Strategies and FDOT to broadcast Public Service Announcements promoting pedestrian and motorist safety.
- Bike safety bumper stickers promoting the Florida law that requires a 3-foot space when passing a bicyclist. Approximately 9,000 bumper stickers have been distributed since 2008.



Port Orange Family Days



**R2CTPO
Bicycling Map
for the
Experienced
Cyclist**

Planning Activities

REGIONAL PLANNING APPROACH

For over a decade, the R2CTPO has been a participating member of the Central Florida MPO Alliance (CFMPOA). The group is comprised of six Central Florida MPO/TPOs that meet on a quarterly basis to collaborate on transportation needs of the region. During this past year, the CFMPOA developed a regional list of priority projects for the mutual benefit of the MPOs and to improve the communication of regional priorities to the FDOT. Regional projects are grouped into three main categories: 1) the Strategic Intermodal System (SIS) projects that connect the MPOs 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 and county boundaries. Interagency cooperation at this level has not previously occurred and we're proud to be at the leading edge of regional planning in Florida. ■



R2CTPO Retreat Planning Exercise



Spring to Spring Multi-use Trail

PRACTICAL PLANNING STRATEGIES

Corridor Improvement Programs (CIP)

In an effort to maximize the effectiveness of existing corridors and recognize changing local conditions, the R2CTPO has undertaken a series of studies that provide an assessment of primary transportation corridors in the planning area.

- US 17/92 – The CIP Assessment for US 17/92 was structured as a database to provide a foundation for future decision making. As a planning tool, this study included a collective analysis of all transportation studies of US 17/92 previously undertaken from the Seminole to Putnam County lines, and summarizes existing approved plans, studies, and projects. Conflicting visions for the corridor were identified, as some jurisdictions such as DeBary, Orange City, and DeLand desire a “complete streets” redesign, on a SIS designated roadway, which has a focus on expediting freight movement. A phase II project is funded in 2014/2015.



City of DeLand

- US 1 – The CIP Assessment of US 1 also served as a baseline for future planning projects. In much the same way as the US 17/92 assessment, the US 1 assessment was designed to compile and summarize all past studies, and to synthesize information to promote corridor-wide coordination among municipalities and planning organizations. The assessment clearly shows a desire for US 1 to become more economically sustainable and multi-modal supportive in the future. FDOT funded a second phase of study for the US 1 corridor which was completed in April, 2014.

Project Feasibility Studies

The TPO supports local governments by conducting feasibility studies for projects early in the development stage to provide assistance in accessing federal and state funding programs. The studies take a planning level approach and consider the purpose and need for the project, phases that need to be funded, project issues impacting constructability and preliminary cost estimates. The TPO sets aside \$200,000/yr in SU funds to conduct feasibility studies.

TRANSPORTATION PLANNING OVER THE LONG RANGE



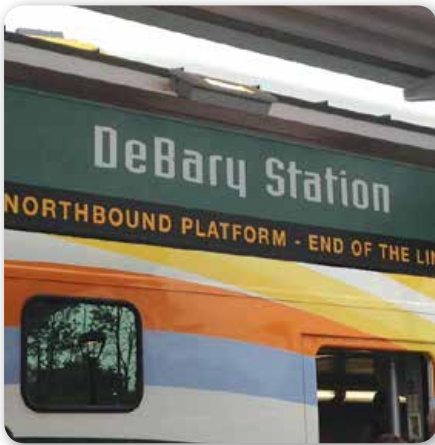
2035 Long Range Planning Community Event

The R2CTPO is required by law to develop a Long Range Transportation Plan (LRTP) and to update the plan every five years. The LRTP is the guiding document for transportation projects for the 25 year planning horizon; it helps identify and address community transportation needs through a balanced, multi-modal approach. The TPO initiated the update to the LRTP in preparation for its adoption by September 30, 2015. The plan has a horizon year of 2040 and development will occur over the course of the upcoming year with ample opportunity for the public to be fully involved. ■

Projects

■ I-95 WIDENING

I-95 is currently under construction from SR 406 in Brevard County to just north of SR 44. This is a capacity project that involves expanding the road from four lanes to six. Additional lanes will increase the capacity of the road, support freight activity; reduce congestion, especially at peak hours; and lower travel times. Expansion of the segment from SR 44 to US 92 is expected to begin in the next year.



■ SUNRAIL

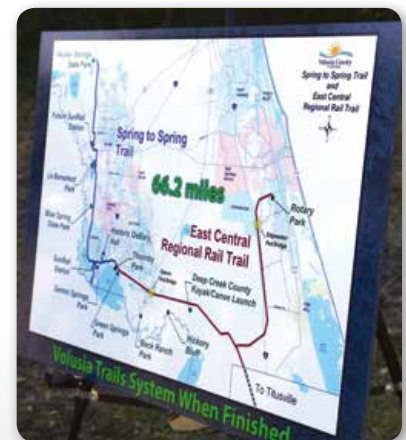
SunRail began operation on May 1, 2014, with an outstanding turnout of over 10,000 passengers, including “joyriders” and commuters. After the first 12 days of free ridership, the rail introduced its service charge and ridership is averaging around 4,000 passengers a day. Construction of SunRail is taking place in two phases. The 32-mile first phase is serving 12 stations, linking DeBary to Sand Lake Road south of Orlando. Phase II will be complete in 2016, serving 5 additional stations, north to Deland and south to Poinciana.

■ I-4 WIDENING

I-4 is currently under construction, being reconfigured from four lanes to six from SR 44 to I-95. Additional lanes will increase the capacity of the road, support freight activity; reduce congestion, especially at peak hours; and lower travel times. FDOT is also pursuing a study for additional widening of I-4 extending from the Orlando area to SR 472 in Volusia County. The “ultimate” configuration would include adding additional toll lanes in each direction.

■ EAST CENTRAL FLORIDA REGIONAL RAIL TRAIL

The East Central Florida Regional Rail Trail is a bicycle and pedestrian 12-foot paved trail that will one day span 40 miles in Volusia County, from Enterprise to Edgewater, including a section to Titusville. Parts of the trail are currently under construction, expected to be complete by 2019. All project segments connecting the trail are now funded, progressing in various stages of development, right-of-way acquisition, or construction. This multi-use trail provides key segments of the Coast to Coast Trail, the East Coast Greenway, and the St. Johns River-to-Sea Loop.



Other Noteworthy Topics

Expansion of the Metropolitan Planning Area (MPA)

Effective April 23, 2014, the Volusia TPO began operating under the new name River to Sea Transportation Planning Organization – R2CTPO. Board members directed the name change to better reflect the forthcoming expansion of the metropolitan planning area (MPA) to include the addition of portions of Flagler County, Bunnell and Palm Coast. The MPA was subsequently updated (August, 2014) according to 2010 census data that determined Flagler County's Palm Coast area is an urbanized area contiguous to the Daytona Beach – Port Orange Urbanized Area. This expanded urbanized area is officially recognized as the Palm Coast – Daytona Beach – Port Orange Urbanized Area.

Changes include:

- Population – 16% increase (582,189)
- Land Area – 7% increase (1,186 sq. mi.)
- Interstate – 25% increase (92 miles)
- Other Roads – 16% increase (2,309 miles)



Groundbreaking ceremony for the East Central Regional Rail Trail Bridge over SR 442 in Edgewater.

Transportation Legislation

Each year the TPO develops a set of legislative positions for the upcoming session of the Florida Legislature. The TPO develops priority issues as well as positions on a variety of transportation related considerations that may arise during the session. During the 2014 session, the TPO continued to:

- Support actions to fund a healthy and comprehensive transportation system. This includes preventing diversions of trust fund dollars to non-transportation uses, indexing local option fuel taxes and authorizing a rental car surcharge. No actions were taken during this session.
- Advance the development of non-motorized forms of transportation. Effective July 1, 2014, HB 7175/SB 2514 authorizes FDOT to use state appropriated funds for the construction of regional and recreational trail projects to connect regional trails, plan new trails, and connect existing transportation networks. Trail projects are now to be included in the Department's Work Program, allowing access to an expanded pool of funding. In addition, roughly \$15 million was appropriated for development of the Coast to Coast Trail.
- Support legislation that improves transportation safety, including requiring child restraint systems that protect children as they grow and develop and support for the strengthening of pedestrian safety laws and funding for educational programs that show positive results.
- Support legislation that promotes development and expansion of bus and rail transit as well as alternative mobility vehicles such as Low-Speed Vehicles (LSV), golf carts and other forms of low-impact mobility.

Also important to note was an increase from 19 to 25 for the maximum voting membership of an MPO as part of HB 7175. This came just as the R2CTPO was completing reapportionment and is not expected to affect membership in the near future. ■



FY 2013/2014 BOARD MEMBERS

Chairperson

Council Member Patricia Northey

Volusia County District 5

Mayor

Jim Ardell

Beverly Beach

Commissioner

Robert Gilliland

Daytona Beach

Mayor

Harry Jennings

Daytona Beach Shores

Council Member

Lita Handy-Peters

DeBary

Mayor Pro Tem

Leigh Matusick

DeLand

Mayor

John Masiarczyk

Deltona

Councilman

Gene Emter

Edgewater

Commissioner

**Marshall Shupe –
2nd Vice Chairperson**

Flagler Beach

Commissioner

Penny Currie

Holly Hill

Commissioner

Rick Basso

Lake Helen

Commissioner

Jason McGuirk

New Smyrna Beach

Mayor

Doug Gibson

Oak Hill

Council Member

Ron Saylor

Orange City

Mayor

Ed Kelley

Ormond Beach

Mayor

James Sowell

Pierson

Council Member

Joe Perrone

Ponce Inlet

Council Member

Bob Ford

Port Orange

Vice Mayor

Nancy Long

South Daytona

Council Member

Doug Daniels

Volusia County District 4

Council Member

**Pat Patterson – 1st Vice
Chairperson**

Volusia County District 1

Council Member

Joshua Wagner

Volusia County – District 2

Council Member

Deb Denys

Volusia County- District 3

Council Member

Joyce Cusack

Volusia County – At Large

NON-VOTING:

Volusia County School Board

Linda Costello

FDOT

Claudia Calzaretta

TPO Liaison

BPAC Chairman

Bob Storke

CAC Chairman

Gilles Blais

TCC Chairman

Clay Ervin

CONTACT US

2570 West International Speedway Boulevard, Suite 100 • Daytona Beach, FL 32114-8145

Phone: 386.226.0422 • Fax: 386.226.0428 • staff@r2ctpo.org • www.r2ctpo.org

www.Facebook.com/RlvertoSeaTPO