

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2018-03

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION CONFIRMING PRIORITY PROJECTS FOR THE STRATEGIC INTERMODAL SYSTEM PLAN UPDATE

WHEREAS, 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 Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, 23 USC 134 and 49 U.S.C. 5303 prescribe the transportation planning role and responsibilities of metropolitan planning organizations especially with respect to establishing local government transportation project priorities; and

WHEREAS, the River to Sea TPO engages in an open, cooperative process with the local governments, the public and the Florida Department of Transportation, to develop long range transportation plan and annual project priorities for the planning area; and

WHEREAS, the Florida Department of Transportation (FDOT) maintains a Strategic Intermodal Systems (SIS) Policy Plan and engages in an open, cooperative process with metropolitan planning organizations, to develop SIS project priorities for the state.

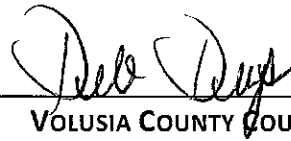
NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that the:

1. River to Sea TPO continues to support the projects currently included in the SIS cost feasible plan and the adopted 2035 Long Range Transportation Plan (LRTP) as priorities to remain in future updates; and
2. River to Sea TPO hereby encourages the addition of a new interchange on I-95 at Pioneer Trail in Volusia County Florida to the SIS cost feasible plan; and
3. River to Sea TPO also encourages the SIS cost feasible include funding for needed improvements for two existing interchanges on I-95 at LPGA Boulevard and at US-1; and

4. FDOT give consideration to the information included in Exhibit A as an expression of the need for these improvements; and
5. The Chairman of the River to Sea TPO (or his designee), is hereby authorized and directed to submit this resolution to the:
 - a. Florida Department of Transportation, Office of Policy Planning; and the
 - b. Central Florida MPO Alliance

DONE AND RESOLVED at the regular meeting of the River to Sea Transportation Planning Organization on the 24th day of January 2018.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**VOLUSIA COUNTY COUNCIL VICE CHAIR DEB DENYS
CHAIRPERSON, RIVER TO SEA TPO**

CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the River to Sea TPO held on January 24, 2018.

ATTEST:



**DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

Exhibit A
R2CTPO Resolution 2018-03
Strategic Intermodal System Project Needs

I-95 Interchange at Pioneer Trail

An interchange on I-95 at Pioneer Trail has been proposed for many years and has been supported by the River to Sea TPO in several previous transportation plans. The project is supported as a priority by the cities of Port Orange and New Smyrna Beach as well as the County of Volusia. With over 13 FEMA declared events in the last 20 years, is dependent upon good evacuation routes to move people into emergency shelters and to locations away from coastal storm surge activity. This interchange is considered by Volusia County to be a critical component in their emergency management plan. In recent years, the interchange was also evaluated as part of the Florida Department of Transportation (FDOT) I-95 Systems Operational Analysis Report (2005) and as part of the I-95 Sketch Interstate Plan (2010). An Interchange Justification Report (IJR) was approved in May 2017 and a Project Development and Environmental (PD&E) study is currently underway.

I-95 Interchange at LPGA Boulevard

Improvements to the I-95 interchange at LPGA Boulevard were identified during the development of the 2040 Long Range Transportation Plan (LRTP) to address operational deficiencies in a high growth location of eastern Volusia County. Significant large-scale commercial retail and residential development is underway on both the east and west sides of Interstate 95. Existing developments such as the LPGA Development of Regional Impact, the Daytona Auto Mall, and the Trader Joes Distribution Center coupled with near term development will continue to affect the safe and efficient operation of the interchange. This planned development activity is projected to bring an additional 6,250 dwelling units, 2.0 million square feet of commercial development, and 3.7 million square feet of industrial development within a two-mile radius of the I-95/LPGA Boulevard Interchange. A pre-screening evaluation is currently underway to determine the need for a Project Development and Environmental (PD&E) study. If not required, the existing contract executed by FDOT will allow the design phase for the project to commence as soon as funding is made available.

I-95 Interchange at US-1

The interchange at I-95 and US-1 was originally constructed in 1964 and is currently listed as obsolete. Traffic growth and development over time as well as changes in design standards necessitate improvements to the interchange. Existing development proximate to the interchange includes a truck stop that supports freight hauling activities as well as the famous Destination Daytona motorcycle event area. Additional growth near this interchange includes 2,950 dwelling units and 4.9 million square feet of non-residential land use that will continue to put pressure on this aging facility. In recent years, during the development of the 2040 LRTP, improvements were identified to address both safety and operational needs of this SIS facility. The interchange was also evaluated as part of the Florida Department of Transportation (FDOT) I-95 Systems Operational Analysis Report (2005) and as part of a 2016/17 update to the SOAR that focused on interchanges along I-95. Results of the most recent evaluation led to the initiation of an Interchange Modification Report (IMR) which was completed by the FDOT in November 2017. The report established the need for improvements and preferred alternatives will be identified during a subsequent PD&E study.