Citizens' Advisory Committee (CAC)
Meeting Minutes
May 21, 2019

CAC Members Present:	**Representing:**
Sue Habel	Daytona Beach
Janet Deyette, Chairperson	Deltona
Marcia Stevens-Foltz	Flagler County
Gilles Blais, Vice Chairperson	Holly Hill
Nora Jane Gillespie	New Smyrna Beach
Bob Storke	Orange City
Roger Strcula	Ormond Beach
Alan Peterson	Palm Coast
Bobby Ball	Port Orange
Jack Delaney	South Daytona
Dave Castagnacci	Volusia County Chair
Elizabeth Alicia Lendian	Volusia County at Large
Melissa Winsett (non-voting)	Volusia County Traffic Engineering
Vickie Wyche (non-voting advisor)	FDOT District 5

CAC Members Absent:	**Representing:**
Ralph Bove	DeBary
Daniel Klasel, Jr. (excused)	Edgewater
Rob Plympton (excused)	Flagler Beach
Faith Alkhatib (non-voting)	Flagler County Traffic Engineering
Tisha Peterson	Flagler County Public Transportation
Susan Elliott (excused)	Pierson
Joe Villanella (excused)	Ponce Inlet
Ann Christian	Volusia County D-1
Patricia Lipovsky (excused)	Volusia County D-2
John Cotton (excused)	Votran (CTC)

Others Present:	**Representing:**
Debbie Stewart, Recording Secretary	TPO Staff
Colleen Nicoulin	TPO Staff
Lois Bollenback	TPO Staff
Pam Blankenship	TPO Staff
Crystal Mercedes	TPO Staff
Stephan Harris	TPO Staff
Anna Taylor	FDOT
Kok Wan Mah	VHB, Inc.
Jon Cheney	Volusia County Traffic Engineering

I. Call to Order / Roll Call / Determination of Quorum/Pledge of Allegiance

Chairperson Deyette called the meeting of the River to Sea Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) to order at 1:15 p.m. The roll was called and it was determined that a quorum was present.

Chairperson Deyette introduce new CAC member, Mr. Dave Castagnacci, representing the Volusia County Council Chair.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of April 16, 2019 CAC Meeting Minutes

MOTION: ***A motion was made by Ms. Gillespie to approve the April 16, 2019 CAC meeting minutes. The motion was seconded by Mr. Peterson and carried unanimously.***

B. Review and Recommend Approval of Request from FDOT for Additional Funding for the SR 44 Adaptive Traffic Signal System (Airport Road to East 3rd Avenue)

Ms. Nicoulin stated Action Item B and C are two requests from FDOT to program additional funds for the SR 44 and SR 421 Adaptive Traffic Signal Systems. These two projects were submitted during the 2016 annual Call for Projects by Volusia County on behalf of FDOT. When they were submitted in 2016 the cost estimates were close to the amount FDOT is currently asking for. The original cost estimate for the SR 44 project was $1.8 million but when it was programmed in October of 2017, it was programmed at $836,000. FDOT has updated the cost estimate which is $1.6 million; an increase over what is programmed by $811,000. This would be programmed with Advanced Construction (AC) SU funds in the next fiscal year of 2019/20.

Ms. Foltz asked if these are smart traffic signals.

Ms. Nicoulin replied yes, they are adaptive signal controls which means they adapt according to the traffic flow through the intersections.

Mr. Ball asked if the programmed amount from 2017 had actually doubled.

Ms. Nicoulin replied the project was under programmed; the original cost estimate was $1.8 million. The TPO is working to understand why it was programmed at a significantly lesser amount than the original cost estimate.

Ms. Wyche stated that she is working to get the original package.

Ms. Gillespie commented that Mr. Jon Cheney, Volusia County Traffic Engineering, gave a presentation on this project but at the time, many members did not understand the significance on how these signals would move the traffic. Mr. Cheney emphasized that residents were complaining about the back-up on SR 44 even when there was not traffic from the other direction because the signals are automatic; these adaptive signals would solve the problem and move the flow of traffic. It is still programmed under what he had hoped and part of that was because we did not understand the overall concept.

Ms. Nicoulin stated that part of the design requires updates to the existing cabinets because they are not large enough to accommodate the required equipment as part of the adaptive control system. Ms. Wyche is working on acquiring the original scope information and cost estimates from FDOT when it was programmed. This is an issue of a project being under programmed as opposed to a cost increase or overrun that has been previously discussed.

Mr. Peterson asked where the needed money would come from.

Ms. Nicoulin replied it will be programmed with ACSU funds; there are times in the current and the next fiscal year when projects get deferred or other districts cannot obligate the available money. Instead of the state losing that obligating authority, they pull the money together and look to the different districts for projects in the current or next fiscal year that need those funds.

Mr. Peterson asked if there was a guarantee there will be sufficient funds to do either project.

Ms. Nicoulin replied the state has indicated there are sufficient funds in the AC/SU for the amount being asked for.

MOTION: ***A motion was made by Mr. Ball to recommend approval of a request from FDOT for additional funding for the SR 44 Adaptive Traffic Signal System (Airport Road to East 3rd Avenue). The motion was seconded by Mr. Storke and passed unanimously.***

C. Review and Recommend Approval of Request from FDOT for Additional Funding for the SR 421 Adaptive Traffic Signal System (Summer Trees Road to SR 5/SR A1A)

Ms. Nicoulin stated this is a similar request as the previous one for the SR 421 (Dunlawton Avenue) Adaptive Traffic Signal System.

MOTION: ***A motion was made by Mr. Ball to recommend approval of a request from FDOT for additional funding for the SR 421 Adaptive Traffic Signal System (Summer Trees Road to SR 5/A1A). The motion was seconded by Mr. Strcula and passed unanimously.***

IV. Presentation Items

A. Presentation and Discussion of the Draft FY 2019-20 to 2023/24 Transportation Improvement Program (TIP)

Ms. Nicoulin stated the Transportation Improvement Program (TIP) is a comprehensive document that outlines five years of transportation spending in our planning area; primarily state and federal dollars but it includes local dollars as well. When updating the TIP, the TPO produces a comparison report to reflect the changes. She encouraged members to review the projects that are important to them or the area they serve; to make sure the project is still in the TIP, funding is what is expected and adequate. She reviewed some of the new projects noting one big concern is the US 17 widening project in the northwest part of Volusia County that has been deferred from 2021 to 2030; it is a $23 million project. FDOT explained it was deferred in part because funds have been diverted to repair areas damaged by the hurricane. This is likely to be repeated in the future as the state comes under continued pressure to address sea level rise and storm damage which will also have to be addressed in the 2045 Long Range Transportation Plan (LRTP) Another thing that puts pressure on the Work Program is when local governments go for direct appropriations; it disrupts the Work Program and circumvents the TPO process. Ten to twenty percent of the first year funding could be deferred to make room for direct appropriation projects. She continued to review the funding and projects in the updated TIP. The Work Program is for FDOT and the TIP is for the public, therefore it needs to be presented in a way the average person can understand. The document is out for review this month and will be back next month for a recommendation for final adoption; it will go into effect with the new fiscal year in July.

Mr. Peterson noted several projects were withdrawn by the project sponsor and he asked what the reasons were for this.

Ms. Nicoulin replied that list falls under the next presentation item and will be addressed then.

Mr. Castagnacci asked what the timeframe is for final adoption.

Ms. Nicoulin replied the draft will be presented next month for a recommendation of adoption to go into effect in the new fiscal year that begins July 1, 2019.

B. Presentation and Discussion of Draft River to Sea TPO 2019 List of Prioritized Projects (LOPP)

(Handout)

Ms. Nicoulin stated the current adopted List of Priority Projects (LOPP) was updated to include new projects that came in through the annual Call for Projects and to remove projects that were fully funded in previous years which have dropped off the list. The TPO received letters from some project sponsors to withdraw projects which are itemized on the list of changes to the LOPP; the sponsors did not provide a justification as

to why the projects are withdrawn. She reviewed the changes to the draft 2019 LOPP and stated the Bicycle/Pedestrian lists are provided as a handout for informational purposes.

Ms. Gillespie asked where the school is that is having embedded crosswalk lights installed.

Mr. Harris replied Deltona; the project consists of a dozen crosswalk locations.

Mr. Peterson referred to the Traffic Operations Tier B list and commented he noticed several new projects have superceded projects that were already on the list. He referred to the Strategic Intermodal System (SIS) projects and the guaranteed top five projects and commented that these are all major projects costing a lot of money; he asked if any new Non-SIS projects ever bumped another project down on the list.

Ms. Nicoulin replied the projects that come in through the Call for Projects do not populate the Non-SIS list.

Mr. Peterson asked if a new project could ever supercede a project already on the Non-SIS list or do they automatically move up in the sequence as presented here.

Ms. Nicoulin replied in the same sequence; however, if a project is listed high on the list and the funding amount is not available to program, the TPO will then look at projects below it.

Ms. Habel referred the right-turn lanes project on Clyde Morris Boulevard that was added to the Tier C Traffic Operations list and asked if there was any further information for this project.

Ms. Nicoulin replied that project was submitted this year from the city of Port Orange and includes four right-turn lanes on Clyde Morris Boulevard; at Reed Canal Road, Willow Run Boulevard and two at Madeline Avenue.

Ms. Habel commented she thought the turn lane was completed at Reed Canal Road.

Ms. Nicoulin replied southbound was completed; this one is northbound to accommodate traffic going to Atlantic High School.

Ms. Habel referred to the number one project on the SIS list, the I-4 widening project, and the comment regarding tolled lanes; she asked if I-4 from Volusia County to Seminole County was going to become a toll road.

Ms. Nicoulin replied yes, part of it; that is a managed lanes project and is a public/private partnership.

Ms. Habel asked if there would be toll booths.

Ms. Nicoulin replied she did not think there would be toll booths but your pass would be captured electronically as you drive through.

Ms. Habel asked if this would be from the Volusia County line to the Seminole County line.

Ms. Bollenback replied that funding has been tight for several years and the rebuilding of a project such as I-4 is very expensive. FDOT has a policy that new expansion projects such as this one will have to be tolled; it is the only way they can afford to build them. The rebuilding of I-4 for the most part will be paid for but the addition of lanes in either direction will be toll lanes and she believes they will be electronic; these lanes will be separate from the existing free lanes.

Ms. Habel asked if there would be both toll lanes and free lanes.

Ms. Bollenback replied yes.

Ms. Habel asked where the dividing line is on International Speedway Boulevard (ISB) between east and west; she asked where East ISB began.

Ms. Bollenback replied she thinks east and west have to do with a particular political jurisdiction and not the direction of traffic.

Mr. Castagnacci referred to the North Nova Road Corridor Improvement project and asked if it was from Granada Boulevard to US 1.

Ms. Nicoulin replied yes; it is a new project submitted this year by Ormond Beach and is a Complete Streets project. They submitted the project on both the Traffic Operations list and Bicycle/Pedestrian list because it has components of both.

C. Presentation and Discussion of Draft 2019 Regional List of Prioritized Projects (LOPP)

Ms. Nicoulin stated the draft 2019 Regional List of Prioritized Projects (LOPP) is produced by the Central Florida MPO Alliance (CFMPOA) which is comprised of the MPOs in the nine-county FDOT District 5. Each MPO has its own priority list and this list recognizes that certain projects are regional in nature; it compiles those regional projects from each of the MPOs. There are three lists that make up the regional lists; SIS projects, SUN Trail projects and transit projects. There may be some changes regarding cost but it is a solid list of the regional priorities in this area. Two other additional regional lists were previously discussed; a Transportation Systems Management and Operations (TSM&O) list and a planning studies list. However, these two lists were not ready to move forward at this time and work will continue to develop these lists for next year.

Ms. Foltz asked why the Tier 2 regional trail projects are not ranked.

Ms. Nicoulin explained the trail list includes three different tiers of projects; the Tier 2 list is the St. Johns River to Sea Loop Trail and the projects are not ranked because they are all fully funded.

Mr. Peterson asked if each MPO/TPO within the CFMPOA has an equal vote or if the votes are weighted.

Ms. Bollenback replied three members sit on the Alliance from each MPO/TPO and they have an equal vote. The Alliance operates on a consensus and anyone can veto if there is something they cannot support.

D. Presentation and Discussion of the East Central Florida Regional Resilience Action Plan (ECFRRAP)

Mr. Harris gave a PowerPoint presentation and stated the TPO has undertaken several studies to assess the resilience of the area in both Volusia and Flagler Counties. This is a regional project that involves the East Central Florida Regional Planning Council (ECFRPC); he reviewed the project goals. It involves the two coastal counties of Volusia and Brevard and is targeted toward the stakeholders of these two counties. The plan is being rolled out now in both counties and a link to the report was provided in the agenda. He explained the definition of resiliency. We have a lot of exposure and low-lying areas prone to flooding and that flooding is exacerbated by changes in sea level rise. The plan is to take the existing infrastructure and make it heartier and more able to withstand the effects of large storms. Several stakeholder meetings were held in both counties and separate listening sessions were targeted toward elected officials and staff members. He explained the framework of the plan and the goals. He reviewed the matrix table of the report that shows what agency or department is responsible for particular tasks and the years those tasks are expected to be completed. Socioeconomic demographic data was gathered from both counties to see who is more vulnerable and where they are located. He reviewed the possible financial losses between now and 2100 due to the effects of sea level rise; $30.9 average annually for Volusia County due to natural disasters. The resiliency plan has been discussed with the local governments and stakeholders within Volusia and Brevard Counties and the ECFRP, the city of Cocoa, the Space Coast TPO and Brevard County have all adopted it. A link to the report was provided in the agenda and this will be back next month for a recommendation for adoption.

Ms. Habel asked Mr. Harris to read some of the action plan as she has not seen anything specific to action.

Mr. Harris replied the goals in the plan are to promote leadership, education and empowerment both in government, public and private sectors, and to provide opportunities and strategies to foster economic prosperity and improve social equity and justice in preparation for and recovery from stressors and shocks. He can provide members with a copy of the presentation. He referred to the sample resolution template shown that the ECFRPC has adopted and stated the TPO will prepare a resolution specific to our planning area.

Ms. Habel commented that the data was gathered and projections have been made and asked if the ECFRPC's plan was only focused on transportation or mobility issues.

Mr. Harris replied no, it is much broader than that.

Ms. Habel asked if the plan would focus on ways to prevent and protect from sea level rise those areas that are most vulnerable.

Mr. Harris replied yes.

Ms. Habel asked if the TPO has looked at best practices from other areas. She has seen documentaries on what New York and Miami are doing and they are changing the way they are constructing along the waterfronts.

Mr. Harris replied yes.

Ms. Habel asked if engineers or other that have done work to prevent sea level rise on that committee.

Mr. Harris replied yes.

Ms. Habel stated she feels the CAC needs more information.

Mr. Castagnacci asked when the statistics were based on such as the unemployment rate.

Mr. Harris replied from 2012 to 2016.

Ms. Foltz commented when there is a broad based goal there is usually a list of objectives that implement the goals and she asked if the plan was at that level yet.

Mr. Harris replied yes; links to the presentation and the plan are provided in the agenda and are available on the TPO website. From January through March, the ECFRPC met with stakeholders in Brevard County and then moved to Volusia County from April through June. There were several education opportunities and information was provided to the public. This will be back next month for a recommendation of adoption.

Ms. Habel asked how members could learn about these educational events.

Mr. Harris replied they have already taken place and no additional events are scheduled.

Ms. Habel asked what the best source for pursuing more information is.

Mr. Harris replied the full action plan report is provided as a link in the agenda on page 38.

Ms. Gillespie commented that the Army Corps of Engineers has been involved in this up and down the East Coast and asked if Patrick Air Force Base is represented in Brevard County. They already have had issues with sea level rise.

Mr. Harris replied yes, Patrick Air Force Base was on the steering committee.
Mr. Blais asked if I-95 was considered in this plan and if anyone studies the high water marks; north of Volusia on I-95 some parts could be under water.

Mr. Harris replied yes, they did include I-95 as well as other major corridors for the sea level rise projections. The maps show where the devastation would occur in and around those areas.

Mr. Peterson commented that Flagler County was not shown on the map and asked if that was because the vulnerability assessment for Flagler County was not done until last year.

Mr. Harris replied the ECFRPC includes Volusia County but not Flagler. A separate study was done that included Flagler County and the North Florida Regional Planning Council. Flagler County has adopted an action plan similar to this plan.

Mr. Peterson asked what the difference is in the methodology between the National Oceanic and Atmospheric Administration (NOAA) and the Army Corps of Engineers; there is a significant difference in the expected sea level rise. He asked if it was because the Army Corps of Engineers would be expected to do the work to prevent problems and therefore have a more conservative approach to sea level rise.

Mr. Harris replied yes, theirs is a more conservative methodology; the Army Corps of Engineers had the more conservative estimate and NOAA predicted higher levels which is why the TPO is not staying with one of the three curves but is referring to a range that incorporates all three. He does not have the information as to why there are differences.

Mr. Peterson commented that the Army Corps of Engineers would be responsible for repairing the damage and he wondered if that is influencing their projections within their methodology. He asked Mr. Harris to find out why and get back to the committee.

Ms. Habel asked for more information on the actual action plan.

Mr. Harris again encouraged her to refer to the link to the action plan report that was provided in the agenda.

Ms. Nicoulin stated a link to the presentation and a second link to the report was provided on the summary on page 38 of the agenda. Members can review the action plan and if anyone has questions about any information that is in it to please reach out to TPO staff. With documents such as this, the TPO brings them forward for review and discussion prior to having a resolution adopted. The TPO wants to ensure members have the information they need.

Ms. Habel asked how many pages the action plan is.

Mr. Harris replied it is over 100 pages.

Ms. Habel commented that much information is given on other topics and this is a critical issue and she would like to have something to review that is condensed and summarized rather than reviewing the 100 pages of the action plan.

Ms. Nicoulin replied staff could look at providing a summarized version of the action plan with the pertinent information.

E. Presentation and Discussion of the LPGA Sub-Area Study

Mr. Kok Wan Mah, VHB, Inc., gave a PowerPoint presentation of the LPGA Sub-Area Study. He explained the purpose of the study was to provide an evaluation on the effect approved and planned regional development will have on the transportation network in the area. There have been several articles in the Daytona News-Journal over the last year regarding the growth, traffic congestion and the infrastructure challenges that are

present. He stated the study area is approximately 35 square miles from SR 40 to the north, US 92 to the south, Nova Road to the east and the potential future Tournament Drive extension to the west. The study also includes vested developments; those developments that have gone through the entitlement process and have been approved.

Ms. Habel asked what they were approved for.

Mr. Mah replied they were approved for development construction. There was not much development until 2015 when the Tanger Outlet Mall was built along with the Latitude Margaritaville and Minto communities. He reviewed existing traffic and explained that currently, two roads are at near capacity and one is over capacity; adding the vested development increases the number to five near capacity and eleven over capacity.

Ms. Habel asked what the two existing roads are that are at capacity.

Mr. Mah replied SR 40 and Hand Avenue; he continued with the presentation. They used the same model that was used for the LPGA Boulevard/I-95 Interstate Modification Report (IMR) conducted by FDOT to project roadway capacity for 2040. He reviewed possible changes in the infrastructure such as widening of US 92 and SR 40.

Ms. Habel asked how far south each of the models went.

Mr. Mah replied to US 92. He reviewed roadway improvements that are feasible by 2040; Scenarios 1 through 4 with cost estimates for each. He gave a scenario comparison of the overall congestion levels.

Ms. Gillespie commented that none of the scenarios mention the widening of Williamson Boulevard; it shows Williamson Boulevard going to maximum capacity but there was no mention of widening it. Williamson Boulevard is the one common denominator for all of the development.

Mr. Mah replied Williamson Boulevard is assumed to be widened within the base 2040 scenario as well as Scenario 1, the "low-hanging fruit" scenario. The funding exists for the section from LPGA Boulevard to Strickland Range Road and it is assumed by 2040, it will be widened up to Hand Avenue.

Ms. Gillespie stated Hand Avenue is a connector road due the medical facilities in the area and medical development is not normally factored in.

Mr. Mah replied he would have to look at the model closer to see what socioeconomic data was included; he does know the hospital was included but not how much expansion was included in the 2040 model. He continued reviewing the scenarios and estimated costs. He reviewed the funding mechanisms to provide these types of improvements which include the five-cent local option gas tax, impact fees and the proportionate fair share and potential funding from the proposed sales surtax.

Ms. Gillespie stated the funding needs to be transparent to the public; the public believes the developers are getting to build things for free.

Mr. Mah stated this was presented to the Volusia County Council and will be presented to the stakeholders; a public workshop is being planned. The study document is currently in draft status and will be finalized after feedback is received.

Mr. Peterson referred to the five-cent local option gas tax and asked if that was in addition to what Volusia County is already receiving.

Mr. Jon Cheney, Volusia County Traffic Engineering Director, replied the five-cent local option gas tax is referred to as the "new nickel" and has been part of the county's transportation trust fund for an extended period of time. It is used for new capacity projects, which is why it is highlighted in this presentation. Impact fees have not been as robust as anticipated and the county still has to pay a twenty-year bond; the county is

paying over $5 million per year to reduce the debt on the bond. They have been using the "new nickel" to supplement to impact fees. The county had anticipated over $13 million in impact fees when the bond was made but that was before the recession. If the estimated impact fees show $4 million received, the county will still need an additional $1 million to pay down the bond from the five-cent local option gas tax. He reminded members it costs $5 million to build one-mile of roadway.

Mr. Peterson asked if the county is not already using it for projects now and if the funds would be available for this.

Mr. Cheney replied this is a revenue stream; if the county stopped all the road projects in other parts of Volusia County, this is what would be available. They wanted to highlight that for the county council.

Mr. Peterson stated that is misleading and should be spelled out that if all the road projects in Volusia County were cancelled, there would be $6 million available; however, that will not happen.

Mr. Cheney replied they were educating the public and showing the County Council what the existing revenue streams are and what they are projecting to do for these projects in the future.

Ms. Habel asked how much of what is being discussed is predicated on results of the proposed half-cent sales tax vote tomorrow.

Mr. Cheney replied the results of the vote should be in by 8:00 pm tonight. It will give the county more flexibility; if the sales tax passes, the county estimates it would receive approximately $22 million per year. The County Council has obligated to build all the water quality and flooding projects and what is left will go toward transportation. He asked if it would benefit the public to highlight the vested projects and what is projected in impact fees.

Ms. Gillespie replied yes and to also separate the fire tax from the impact fees on everyone's tax bill. They have talked about putting it on the tax bill and making it a separate charge. She asked if there was anything going on with that.

Mr. Cheney replied he did not know; he knows there is a fire impact fee. In the unincorporated areas of the county it would come out of the ad valorem tax which has held flat for the foreseeable future.

Mr. Mah finished the presentation and stated they will make sure the information is sent to the stakeholders. He reviewed the smart growth policies for each of the city partners and explained the difference between conventional and tradition development and how street networks establish the framework of a community.

Ms. Lendian asked when the public meetings will be held.

Mr. Mah replied they are working to schedule all the city presentations; Holly Hill is next week. Ormond Beach and Daytona Beach will be next. They are working with Daytona Beach for a location for the public meeting and stated it will probably be in late June.

F. <u>FDOT Report</u>

The FDOT report was provided in the agenda. Ms. Wyche stated the debris removal at Nova Canal is underway; they are starting south at Big Tree Road and working north. She announced the US 17 Trail alternatives public meeting will be held May 30, 2019 at the Pierson Community Center from 5:30 pm to 7:30 pm.

G. <u>Volusia and Flagler County Construction Reports</u>

The Volusia County and Flagler County Construction reports were provided in the agenda.

V. Staff Comments

→ Update on FDOT D-5 Local Agency Program (LAP) Proposed Policy

Ms. Nicoulin stated FDOT is still taking comments on the D-5 Local Agency Program (LAP) proposed policy and will do so until June 20, 2019.

→ Update on the Draft Public Participation Plan (PPP) Public Review Period

Ms. Nicoulin stated the Public Participation Plan (PPP) was presented last month and the comment period is open until June 26, 2019. It will be back next month with the updates and for a recommendation for adoption.

Ms. Nicoulin announced on June 11, 2019 the TPO will have its federal certification review and a public meeting will be held at 3:00 pm. The TPO is asking for comments on what it does well and where improvements could be made. Comments can be provided at the public meeting, by telephone or in writing.

VI. CAC Member Comments

There were no member comments.

VII. Information Items

→ CAC & TCC Attendance Records
→ April 24, 2019 River to Sea TPO Board Meeting Summary
→ TIP Subcommittee Report
→ April 2019 TPO Outreach and Events

VIII. Adjournment

There being no further business, the CAC meeting adjourned at 2:50 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

MS. JANETTE DEYETTE, CHAIRPERSON
CITIZENS' ADVISORY COMMITTEE (CAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the May 21, 2019 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 18th day of June 2019.

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects
Draft 5/15/2019

Rank	FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)[8]	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
--	4302172	Alabama Ave Trail	Minnesota Ave to US 92	Trail	DeLand	Safety	CST-$1,344,112-FY 19/20	None	$1,494,267	0%	**FULLY-FUNDED**
--	4102511	US 17 Trail	W. Baxter St to SR 40	Trail	Volusia County	Safety	PE - ROW -	CST	TBD	0%	**FULLY-FUNDED** Included in roadway widening project
--	4379421	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor Improvements	Daytona Beach	Safety	PE - $2,391,186 - FY 18/19 & 20/21 ROW - $13,200,000 - FY 20/21-23/24 CST - $6,962,269 - FY 22/23 CEI - $899,910 - FY 22/23	None	$23,453,365	0%	Additional $750,000 in local funds (LF) have been committed for PE **FULLY-FUNDED**
--	4106761	Black Bear Scenic Trail (SR 40)	SR 35 (Marion County) to US 17 (Volusia County)	Trail	Volusia County	Safety	PD&E-$1,138,110-FY	CST - $29,000,000	TBD	0%	Also known as SR 40 Trail
--	4355381	W. French Ave Shared Use Path	Spring to Spring Trail to Valentine Park	Trail	Orange City	Safety	PE-$558,689-FY 17/18	ROW, CST	TBD	10%	Alternative design on south side French Av
--	4390371	Beville Rd Shared Use Path	Williamson Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	CST-$850,000-FY 20/21 CEI-$114,030-FY 20/21	None	$2,834,424	0%	Additional funding requested: CST $384,628 CEI $299,701
--	4364731	Lehigh Trailhead	Palm Coast Tennis Center	Trailhead	Palm Coast	Safety	PE-$101,000-FY 18/19	CST	TBD	10%	
--	4399711	Freemont Av Sidewalk	Niles St to US 1	Sidewalk	Daytona Beach	Safety	CST-$420,000-FY 17/18 (RR Xing only)	CST - $214,684 (sidewalk)			RR Xing scheduled for mid 2018
--	4408481	Deltona Lakes/Spirit Elem Sidewalks	Multiple Limits	Sidewalk	Deltona	Safety	CST - $817,381 - FY 19/20 CEI - $122,459 (LF) - FY 19/20	CST	TBD	10%	PE phase locally funded; Additional funding requested: CST $938,840.50

DRAFT

[8] Funds and phases programmed in prior years are not reported here, but can be found in the R2CTPO's Transportation Improvement Program (TIP)

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "A" - Projects with One or More Phases Funded

Rank	FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)[8]	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
--	4408521	Tomoka Elementary Connector Sidewalk	Main Trail to Granada Blvd	Sidewalk	Ormond Beach	Safety	PE-$18,000-FY 17/18	CST - $108,000 CEI - $10,800	TBD	10%	Sidewalk along Old Tomoka Rd
--	4408531	Williamson Blvd/Hand Ave Pedestrian Improvements	Hand Ave to Regal Theater Driveway	Sidewalk	Ormond Beach	Safety	PE-$28,400-FY 17/18	CST - $176,000 CEI - $17,600	TBD	10%	Pedestrian Signal and Sidewalk
--	4409061	Navy Canal Trail	Museum Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	CST	None	$805,000	10%	
--	4409411	Tomoka State Park Trail	Sanchez Park to Tomoka State Park	Trail	Ormond Beach	Safety	PE - $87,000 FY 19/20	CST - $781,809	$1,200,000	10%	
--	4450282	Providence Bv Shared Use Path	Perimeter Dr to Alexander Av	Trail	Deltona	Safety	CST - $1,104,218	Phase 2	$1,104,218	33%	Phase 1 trail segment
--	4435121	SR A1A Pedestrian Safety Improvements	Multiple Locations	Midblock Pedestrian Crosswalks	Ormond Beach	Safety	PE	CST	$505,000	0%	Funded by FDOT Safety Office

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River to Sea TPO List of Bicycle and Pedestrian Projects

Tier "B" - Projects Ready for Funding

Rank[9]	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
1	Providence Blvd Shared Use Path	Tivoli Dr to Joyner Dr	Trail	Deltona	Safety	CST $2,726,907 CEI - $409,036	$4,258,879	33%	2017	90.25	Phase 2 trail segment
2	Derbyshire Park Area Sidewalks	Multiple Limits	Sidewalk	Daytona Beach	Safety	CST $689,784	$891,788	11.20%	2018	78.00	Bundle of five (5) sidewalk segments
3	Deltona School Crosswalk Embedded Lights	Multiple Limits	Crosswalk Lights	Deltona	Safety	PE - $96,000 CST - $584,000 CEI - $120,000	$800,000	33%	2019	89.00	12 crosswalk locations
4	SJR2C Wayfinding Signage Project	Multiple Limits	Signage	Volusia County	Safety	PE - $125,000 CST - $323,319 CEI - $50,000	$498,319	10%	2019	79.00	
6	Derbyshire Park Area Sidewalks	Multiple Limits	Sidewalk	Daytona Beach	Safety	CST $689,784	$891,788	11.20%	2018	78.00	Bundle of five (5) sidewalk segments
7	Port Orange Sidewalk Gaps	Multiple Limits	Sidewalk	Port Orange	Safety	CST $1,584,000	$539,600	10%	2018	75.6	Bundle of four (4) sidewalk segments
8	SR A1A National Scenic & Historic Coastal Byway Beautification, Phase 1	N. 10th St to S. 10th St	Hardscaping	Flagler Beach	Safety	PE $89,000	TBD	10%	2011	75.00	To be completed in the reconstruction of SR A1A
9	North US 1 Sidewalk	Airport Rd to Broadway Av	Sidewalk	Ormond Beach	Safety	PE - $400,000 CST - $2,761,400 CEI - $260,000	$3,267,500	10%	2019	73.14	
10	Willow Run Bv Sidewalk	Harms Way to Clyde Morris Bv	Sidewalk	Port Orange	Safety	PE - $119,000 CST - $422,000 CEI - $59,000	$600,000	10%	2019	73.00	
11	SR 442 Sidewalk-Shared Use Path	Trail Overpass to Air Park Rd	Trail and Sidewalk	Edgewater	Safety	PE - $251,860 CST - $2,123,586 CEI - $197,386	$2,719,752	10%	2019	72.43	
12	N Nova Rd Corridor Improvements	SR 40 to US 1	Complete Street	Ormond Beach	Safety	PE - $461,000 CST - $3,077,000 CEI - $307,700	$3,845,700	10%	2019	71.43	

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River to Sea TPO List of Bicycle and Pedestrian Projects

Tier "B" - Projects Ready for Funding

Rank[9]	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
13	Halifax River/East Coast Greenway Trail	Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)	Trail	Daytona Beach	Safety	CST $1,334,500	$1,515,500	10%	2016	70.67	AKA Sweetheart Trail
14	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail head	Trail	Palm Coast	Safety	CEI $181,000	$3,100,000	10%	2017	66.75	
15	Reed Canal Rd Shared Use Path	Nova Rd to Ridgewood Ave	Trail and Sidewalk	South Daytona	Safety	PE $350,000 CST $2,500,000	TBD	10%	2016	66.33	
16	Ponce Inlet Mobility Project	Lighthouse Dr to north town limit	Sidewalk	Ponce Inlet	Safety	PE - $728,053 CST - $1,892,940 CEI - $291,221	$2,912,214	10%	2019	66.00	
17	US 1 Sidewalk	Airport Rd to Wilmette Ave	Sidewalk	Ormond Beach	Safety	CEI $250,000	$1,481,700	0%	2015	65.00	
18	Madeline Av Trail, Phase 1	Clyde Morris Bv to Nova Rd	Trail and Sidewalk	Port Orange	Safety	PE, ROW, CST	$2,053,000	10%	2019	64.29	
19	Derbyshire Park Trail	Internal to Derbyshire Park	Trail	Daytona Beach	Safety	PE $725,608	$1,273,844	10%	2014	63.50	
20	Madeline Av Trail, Phase 2	Williamson Bv to Clyde Morris Bv	Trail and Sidewalk	Port Orange	Safety	PE, ROW, CST	$2,653,589	10%	2019	62.86	
21	Turnbull Bay Rd Trail	Fairgreen Ave to Industrial Park Ave	Trail	New Smyrna Beach	Safety	CST TBD	$821,762	10%	2018	60.20	
22	Derbyshire Park Sidewalk	Vine St to Nova Rd and Brentwood St to 5th St	Sidewalk	Daytona Beach	Safety	CST $1,214,570	$507,128	10%	2014	54.00	External Derbyshire Park Improvements
23	SR 44 Median Improvements, Phase 2	Glencoe Rd to Sugarmill Dr	Landscaping and Median Improvements	New Smyrna Beach	Safety	CEI $267,200	$648,000	10%	2015	52.75	Landscaping is locally funded
24	County Rd 3 Shared Use Path	Washington Ave to Palmetto Ave	Trail	Pierson	Safety	CST $1,042,236	$2,169,000	10%	2018	51.4	
25	Tarragona Way Sidewalk	Australia St to Museum St	Sidewalk	Daytona Beach	Safety	CEI $231,608	TBD	10%	2006	35.00	PE is locally funded

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River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "C" - Projects Awaiting Feasibility Study

Rank	Project Name	Project Limits	Description	Project Sponsor	Local Match	Year Submitted	Project Score	Comments
1	Reed Canal Rd Sidewalk	Nova Rd to US 1	Sidewalk	South Daytona	10%	2019	80.00	Includes pedestrian crossings
2	Pedestrian Accomodation	Red Mill Dr limits: Rymfire Dr S to Rymfire Dr N; Rickenbacker Dr limits: Rymfire Dr to Royal Palms Pkwy	Sidewalk	Palm Coast	10%	2019	69.43	
3	Sauls St Bridge	South to north side of Reed Canal Rd	Bridge	South Daytona	10%	2019	64.17	
4	Washington Ave Railroad Crossing	South side to north side of Washington Ave	Railroad Crossing	Pierson	10%	2019	63.67	
5	Williamson/Willow Run Blvd	Williamson Blvd limits: Willow Run Blvd to Town Park; Willow Run Blvd limits: Williamson Blvd to Chardonnay Dr	Sidewalk	Port Orange	10%	2019	62.83	
6	SR 44 Trail	Regency Trail to I-95 NB ramp	Trail	New Smyrna Beach	10%	2018	56.5	
7	Magnolia Ave Shared Use Path	Reed Canal Rd to Beville Rd	Trail	South Daytona	10%	2015	56.3	
8	South St Trail	Turnbull Bay Rd to US 1	Trail	New Smyrna Beach	10%	2017	56.25	
9	Ocean Ave Sidewalk	S. Peninsula Ave to S. Atlantic Ave	Sidewalk	New Smyrna Beach	10%	2017	52.25	
10	South Daytona Elementary Sidewalk Expansion	Multiple Limits	Sidewalk	South Daytona	10%	2018	52	
11	Hickory Bluff Preserve Trail	Hickory Bluff Preserve to Maytown Rd	Trail	Volusia County	10%	2018	48.75	
12	Art Center Blvd Sidewalk	Sundance Trail to US 1	Sidewalk	New Smyrna Beach	10%	2017	44	
13	Volusia Gap	US 17-92 Bridge to Spring to Spring Trail	Trail	Volusia County	10%	2014	43	

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River to Sea TPO List of Prioritized Shared-Use Nonmotorized (SUN) Trail Projects

Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
C2C	4154348	Volusia	East Central Regional Rail Trail (Phase 4A)	Guise Rd to Gobbler's Lodge Rd	Trail	Volusia County	CST $5,000,000 FY 17/18	None	$5,000,000	Design-build in FY 2017/18 **FULLY-FUNDED**
SJR2C	4398711	Volusia	Daytona Beach Gap 1: N. Beach St	Sickler Dr from 350' south of 2nd St to 2nd St	Trail	Daytona Beach	PE $1,060 FY 17/18 CST $100,000 FY 17/18	None	$101,060	aka Sweetheart Trail **FULLY-FUNDED**
SJR2C	4398701	Volusia	Daytona Beach Gap 2: Ballough Bridge	Ballough Road Bridge	Bridge	Daytona Beach	PE $1,060 FY 17/18 CST $100,000 FY 18/19	None	TBD	aka Sweetheart Trail **FULLY-FUNDED**
SJR2C	4398751	Volusia	Spring to Spring Gap: DeLeon Springs	Grand Av/Baxter St to SR 15 (US 17)	Trail	Volusia County	ROW $400,000 FY 18/19 CST $4,500,000 FY 19/20	None	$4,900,000	**FULLY-FUNDED**
SJR2C	4390393	Volusia	Spring to Spring Gap: DeBary (Phase 3B)	US 17/92 from Benson Junction Rd to W. Highbanks Rd	Trail	Volusia County	CST $2,225,000 FY 18/19	None	$2,225,000	**FULLY-FUNDED**
SJR2C	4398621	Volusia	Oak Hill to Edgewater: US 1	Kennedy Pkwy to Dale Av	Trail	Volusia County	PE $2,349,000 - FY 20/21 CST $5,889,945 - FY 22/23	None	$8,238,945	**FULLY-FUNDED**
C2C, SJR2C, HOF	4364342	Volusia	Springto Spring Gap: Lake Monroe Park to Old DeLand Rd	Lake Monroe Park to Old DeLand Rd	Trail	Volusia County	CST $451,489 - FY 19/20	none	TBD	**FULLY-FUNDED**
SJR2C	4390396	Volusia	Spring to Spring Gap: DeBary	W Highbanks Rd to DeBary Plantation Bv	Trail	Volusia County	CST $1,173,000 - FY 23/24	none	TBD	**FULLY-FUNDED**

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River to Sea TPO List of Prioritized Shared-Use Nonmotorized (SUN) Trail Projects

Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
C2C, HOF	4391951	Volusia	Coast to Coast Gap: DeBary	Fort Florida Rd to Coast to Coast Trail	Trail	Volusia County	CST $225,000 - FY 19/20	none	TBD	**FULLY-FUNDED**
SJR2C	4398741	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Grand Av	Trail	Volusia County	CST $9,384,840 - FY 22/23	ROW	TBD	**FULLY-FUNDED**
SJR2C	4398751	Volusia	Spring to Spring Gap: DeLeon Springs	Grand Av/Baxter St to SR 15 (US 17)	Trail	Volusia County	CST $4,500,000 - FY 19/20	none	TBD	**FULLY-FUNDED**
C2C	4364342	Volusia	Spring to Spring Gap: Lake Monroe Park to Old DeLand Rd	Lake Monroe Park to Old DeLand Rd	Trail	Volusia County	PE $128,199FY 2017/18	CST	TBD	
SJR2C	4398731	Volusia	SR A1A	S. 26th St to N. 9th St	Trail	Flagler Beach	PDE $600,000 - FY 17/18 PE $2,500,000 - FY 20/21	CST	$3,115,000	SR A1A or alternate route.
SJR2C	4398691	Volusia	Daytona Beach Gap 3: S. Beach St	Marina Point Dr to Orange Av	Trail	Daytona Beach	CST $450,000 FY 17/18	None	TBD	aka Sweetheart Trail Additional funding requested: CST $63,098 CEI $102,619
SJR2C	4398681	Volusia	Daytona Beach Gap 4: S. Beach St	Bellevue Av to Marina Point Dr	Trail	Daytona Beach	CST $300,000 FY 17/18	None	$501,000	aka Sweetheart Trail Additional funding requested: CST $394,317 CEI $138,863
SJR2C	4398661	Volusia	Daytona Beach Gap 6: S. Beach St	Wilder Blvd to Shady Place	Trail	Daytona Beach	CST $500,000 - FY 17/18	None	$366,000	aka Sweetheart Trail Additional funding requested: CST $187,830 CEI $153,566

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River to Sea TPO List of Prioritized Shared-Use Nonmotorized (SUN) Trail Projects

Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
SJR2C	4398651	Volusia	New Smyrna to Port Orange Gap: US 1	SR 44/Lytle Av to Beville Rd	Trail	New Smyrna Beach/Port Orange/South Daytona	PDE $800,000 FY 17/18 PE $3,500,000 FY 18/19	CST	TBD	
SJR2C	4398641	Volusia	New Smyrna Gap: Myrtle Av	10th St to SR 44/Lytle Av	Trail	New Smyrna Beach	PE $800,000 - FY 17/18 ROW $375,000 - FY 19/20	CST	TBD	
SJR2C	4398761	Volusia	SR 15 (US 17)	SR 40 to Putnam County Line	Trail	Volusia County	PDE $732,963 - FY 17/18 PE $2,835,000 - FY 20/21	CST	TBD	
SJR2C	4398741	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Grand Av	Trail	Volusia County	PDE $20,443 - FY 17/18 PE $2,143,988 - FY 19/20	CST	TBD	
SJR2C	4398721	Volusia	Ormond Beach Gap: SR 40	Cassen Park to A1A	Trail	Ormond Beach	FS $21,339 FY 17/18	PE, CST	TBD	
SJR2C	4398641	Volusia	New Smyrna Gap: Myrtle Av	10th St to SR 44/Lytle Av	Trail	New Smyrna Beach	ROW $765,574 - FY 22/23	CST	TBD	
SJR2C	4398731	Flagler	SR A1A	S. 26th St to N. 9th St	Trail	Flagler Beach	PE $2,500,000	ROW, CST	TBD	This project is on hold indefinitely
SJR2C	4398742	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Old New York Av	Trail	Volusia County	PE $1,184,193 - FY 19/20	ROW	TBD	
SJR2C	4398743	Volusia	Spring to Spring Gap: DeLand	Old New York Av to SR 44	Trail	Volusia County	PE $428,798 - FY 19/20	ROW	TBD	
SJR2C	4398744	Volusia	Spring to Spring Gap: DeLand	SR 44 to Grand Av Trailhead	Trail	Volusia County	PE $540,997 - FY 19/20	ROW	TBD	
SJR2C	4398761	Volusia	SR 15 (US 17)	SR 40 to Volusia/Putnam County line	Trail	Volusia County	PE $2,835,000 - FY 20/21	ROW, CST	TBD	

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List of Changes to the TPO Priority Lists

(Comparing the 2018 Adopted Lists with the 2019 Draft Lists)

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SIS List

- To Be Added - I-95/LPGA Blvd Interchange - Moving from Planning Studies to SIS List
- To Be Added - I-95/Pioneer Trail Interchange - Moving from Planning Studies to SIS List

Regionally Significant Non-SIS List

- Removed - SR 5 at Canal Street Intersection Improvements - Fully Funded in Prior Year
- Removed - SR 442 Extension from SR 442 to SR 415 - PD&E Study Recommends No-Build Scenario

Traffic Operations Tier "A" List

- Removed - Dunlawton Avenue Walklight Phase 1 - Fully Funded in Prior Year
- Removed - Seminole Woods Pkwy/SR 100 Intersection Safety Improvements - Fully Funded in Prior Year
- Removed - Tivoli Dr Intersection Improvements - Fully Funded in Prior Year
- Removed - East Volusia Traffic Management Center - Withdrawn by Project Sponsor
- Added (Fully Funded) - Elkcam Blvd Paved Shoulders - Moved from Tier "B" to Tier "A"
- Added - SR 44/Kepler Rd Roundabout - Moved from Tier "B" to Tier "A"
- Fully Funded - East International Speedway Blvd Beachside Corridor Improvement Project

Traffic Operations Tier "B" List

- Removed - Elkcam Blvd Paved Shoulders - Moved from Tier "B" to Tier "A"
- Removed - SR 44/Kepler Rd Roundabout - Moved from Tier "B" to Tier "A"
- Removed - Stone Street Paved Shoulders and Sidewalk - Withdrawn by Project Sponsor
- Removed - Railroad Quiet Zone Crossing Protection Improvements - Withdrawn by Project Sponsor
- Added - White View Pkwy Corridor Safety Improvements - New Project
- Added - Elkcam Blvd Paved shoulders from Providence Blvd to Howland Blvd - New Project
- Added - US 92 at Gene Daniels Rd (Grand Champion) Traffic Signalization - New Project
- Added - North Nova Rd Corridor Improvements - New Project
- Added - Lake Helen Osteen Rd at Captain Dr and Haulover Blvd - New Project
- Added - Pineland Trail Roadway Improvements - New Project

Traffic Operations Tier "C" List

- Removed - Dirksen Dr at US 17/92 Intersection Improvements - Study Underway
- Removed - James St/Anastasia Dr Traffic Circle at Big Tree Rd - Withdrawn by Project Sponsor
- Removed - Carmen Dr at Reed Canal Rd - Traffic Signal Improvements - Withdrawn by Project Sponsor
- Removed - Golfview Blvd at Big Tree Rd Traffic Circle - Withdrawn by Project Sponsor
- Removed - Reed Canal Rd Roadway Enhancements - Withdrawn by Project Sponsor

- Removed - Anastasia Dr Traffic Calming Island - Withdrawn by Project Sponsor
- Removed - Big Tree Rd Roadway Enhancements - Withdrawn by Project Sponsor
- Removed - Sauls St Traffic Calming Island - Withdrawn by Project Sponsor
- Added - Clyde Morris Blvd Right-Turn Lanes - New Project
- Added - Dunlawton Ave - Extension of Existing Left-Turn Lanes - New Project
- Added - Fire Station 52 - Emergency Traffic Signal - New Project
- Added US 1 at Halifax Ave - Traffic Signalization - New Project
- Added - Taylor Rd at Yorktown/Boggs Ford Rd Turn Lanes - New Project
- Added - Taylor Rd Corridor Operation Safety Improvements - New Project
- Added - Golfview Blvd at Big Tree Rd Traffic Signal Upgrade - New Project

Bicycle/Pedestrian Tier "A" List

- Removed - N. Spruce Creek Rd Sidewalk - Fully Funded in Prior Year
- Removed - Spring to Spring Connector Trail - Fully Funded in Prior Year
- Removed - Flomich Street Sidewalk - Withdrawn by Project Sponsor
- Removed - Coast to Coast Trail Wayfinding Signage Improvements - Fully Funded in Prior Year
- Added - Providence Blvd Shared Use Path Phase 1 - Moved from Tier "B" to Tier "A"
- Added - SR A1A Pedestrian Safety Improvements - Moved from Tier "B" to Tier "A"
- Fully Funded - East International Speedway Blvd Beachside Corridor Improvement Project

Bicycle/Pedestrian Tier "B" List

- Modified - Providence Blvd Shared Use Path Phase 2 - Split into 2 Phases, Phase 1 moved to Tier "A"
- Removed - SR A1A at Public Safety Complex Traffic Signal - Withdrawn by Project Sponsor
- Removed - Center Ave Phase 1 Sidewalk - Withdrawn by Project Sponsor
- Removed - Sweetheart Trail Lighting - Withdrawn by Project Sponsor
- Removed - 15th St Sidewalk - Withdrawn by Project Sponsor
- Removed - SR A1A Pedestrian Safety Improvements - Moved from Tier "B" to Tier "A"
- Removed - Sweetheart Trail Lighting - Withdrawn by Project Sponsor
- Added - Delton School Crosswalks Embedded Lights - New Project
- Added - SJR2C Wayfinding Signage Project - New Project
- Added - North US 1 Sidewalk - New Project
- Added - Willow Run Blvd Sidewalk - New Project
- Added - SR 442 Sidewalk/Shared Use Path - New Project
- Added - North Nova Rd Corridor Improvements - New Project
- Added - Ponce Inlet Mobility Project - New Project
- Added - Madeline Ave Trail Phase 1 - New Project
- Added - Madeline Ave Trail Phase 2 - New Project

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Bicycle/Pedestrian Tier "C" List

- Removed - Golfview Blvd Shared Use Path - Feasibility Study Completed
- Removed - Madeline Ave Trail and Sidewalk - Feasibility Study Completed
- Removed - Taylor Rd Sidewalk - Withdrawn by Project Sponsor
- Removed - Willow Run Blvd Sidewalk- Feasibility Study Completed
- Removed - Center Ave Sidewalk Phase 2 - Withdrawn by Project Sponsor
- Removed - Anastasia Dr Shared Use Path - Withdrawn by Project Sponsor
- Removed - Lambert Ave Sidewalk - Withdrawn by Project Sponsor
- Added - Reed Canal Rd Sidewalk - New Project
- Added - Pedestrian Accommodation (Palm Coast) - New Project
- Added - Sauls St Bridge - New Project
- Added - Washington Ave Railroad Crossing - New Project
- Added - Williamson Blvd/Willow Run Blvd Sidewalk - New Project

Planning Studies List

- To Be Removed - I-95/LPGA Blvd Interchange - Moving from Planning Studies List to SIS List
- To Be Removed - I-95/Pioneer Trail Interchange - Moving from Planning Studies List to SIS List
- Removed - New Smyrna Beach Trolley Feasibility Study - Withdrawn by Project Sponsor

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FEDERAL CERTIFICATION REVIEW PUBLIC MEETING

As part of its Federal Certification Review, the River to Sea Transportation Planning Organization (TPO) will be holding a public meeting on:

DATE: June 11, 2019
TIME: 3:00 p.m.
LOCATION: River to Sea TPO Office
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, FL 32114

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are conducting an evaluation of the river to sea TPO transportation management area (TMA) certification review. TMA certification reviews are required to be conducted every four years by federal law. As a part of the review, a site visit and public meeting will be held on June 11, 2019.

Public comments are a vital element of the certification review, as they allow citizens to provide direct input on the transportation planning process for their transportation planning area. At the public meeting, the TPO staff is seeking public input on the transportation planning process. The presentation will begin at 3:00 p.m. and will be followed by a period of open discussion.

The public has until July 11, 2019 to provide comments and/or input on the River to Sea TPO's transportation planning process. Comments and questions may be submitted via:

EMAIL: Pblankenship@r2ctpo.org
PHONE: 386.226.0422 ext. 20416
WEBSITE: www.r2ctpo.org
MAIL: Attn: Pamela Blankenship, River to Sea TPO
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, FL 32114

Comments may also be submitted to https://www.fhwa.dot.gov/fldiv/tma.cfm or the following contacts:

Teresa Parker, FHWA
Transportation Planning Specialist
407-867-6415
Teresa.Parker@dot.gov

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850-553-2248
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