Technical Coordinating Committee (TCC)
Meeting Minutes
May 21, 2019

TCC Members Present:
Andrew Holmes
Arlene Smith
Andrew Landis
Mike Holmes
Ron Paradise
Brian Walker
Rebecca Witte
Amye King
Becky Mendez, Vice Chairperson
Shawn Finley
Jose Papa, Chairperson
Mark Karet
Aref Joulanl
Tim Burman
John Dillard
Frank Alvarez
Larry LaHue
Jon Cheney
Vickie Wyche (non-voting advisor)

TCC Members Absent:
Rodney Lucas
Stewart Cruz
Darren Lear (excused)
Larry Newsom
Faith Alkhatib
Eric Kozleski

Others Present:
Debbie Stewart, Recording Secretary
Lois Bollenback
Colleen Nicoulin
Crystal Mercedes
Stephan Harris
Anna Cava Grossi
Anna Taylor
Kok Wan Mah

Representing:
Daytona Beach
Daytona Beach Int’l Airport
DeBary
DeLand
Deltona
Holly Hill
Lake Helen
New Smyrna Beach
Orange City
Ormond Beach
Palm Coast
Piersson
Ponce Inlet
Port Orange
South Daytona
Votran
V.C. Emergency Management
V.C. Traffic Engineering
FDOT District 5

Representing:
Bunnell
Daytona Beach Shores
Edgewater
Flagler Beach
F.C. Traffic Engineering
Volusia County School District

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
DeLand
FDOT
VHB, Inc.

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

Chairperson Papa called the meeting of the River to Sea Transportation Planning Organization (TPO) Technical Coordinating Committee (TCC) to order at 3:00 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of April 16, 2019 TCC Meeting Minutes
MOTION: A motion was made by Mr. Cheney to approve the April 16, 2019 TCC meeting minutes. The motion was seconded by Ms. King 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.

Mr. Cheney stated the county’s consultant on this project was the former Traffic Operations Engineer for FDOT D-5 and his original estimate was correct. FDOT chose to use another estimate.

MOTION: A motion was made by Mr. Cheney 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 Ms. Mendez.

Mr. Paradise asked where the funding would come from and if there will be any impact to local projects as a result of this request.

Ms. Nicoulin replied the money would come from Advanced Construction (AC) SU funds. It could have an impact on future year projects but that is unknown at this time. There are times in the current and next fiscal year when projects will be 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. Paradise asked if the TPO is confident it can handle the risk.

Ms. Bollenback replied she has not seen a case when the TPO has not been able to back fill ACSU funds when used. The original estimate was for the full value of the project and if it had been funded as it should have been, that amount would have been in the Work Program. This is not a cost increase or unforeseen cost but a matter of a project being under programmed. The question is how this happened; the TPO is working to find the history of how this project got partially programmed.

Mr. Cheney stated his staff has been working with the consultant to reduce the cost so the equipment can fit in the existing cabinets. If the cabinets have to be replaced, the county will do it and not ask FDOT to pay for it.

Mr. Holmes asked how FDOT determines when they need to ask the county for assistance on a project.

Ms. Nicoulin replied the county coordinates with FDOT on projects in the area prior to the TPO’s annual Call for projects.

Chairperson Papa asked if this item would be back in the form of a TIP amendment.

Ms. Nicoulin replied no, but it will be part of the new TIP that will be adopted next month.

The motion carried 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/A1A)
MOTION: A motion was made by Mr. Cheney 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. Burman and carried 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 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 where the construction 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. She reviewed new projects that have been added to the TIP. The TIP is a document for the public and 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 start of the new fiscal year in July.

Mr. Cheney stated he has spoken with TPO staff about withdrawing Volusia County’s application for the Traffic Management Center (TMC) relocation and the $800,000 for the fiber work. They have been working with FDOT to use the existing fiber along US 92 to the new site. The county needs to spend less than $20,000 and does not want to federalize that amount.

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 has provided a bulleted list of changes to the LOPP that include projects that have been removed, added or had modifications. She reviewed the changes to the draft 2019 LOPP and stated the Bicycle/Pedestrian lists are provided as a handout for informational purposes.

Ms. King referred to the SIS project list and the Pioneer Trail/I-95 interchange project; this indicates that the planning study is done but it has not been completed. She asked when the study would be completed.

Ms. Nicoulin replied she does not have the timeframe now but will send it to the TCC members. The reason the project has moved to the SIS list is because new funds have been programmed on the project beyond the study. The planning study is not done but staff will indicate the PD&E is still underway and include the estimated completion date in the comment section. She continued reviewing the projects and stated the Bicycle/Pedestrian and SUN Trail lists are provided for informational purposes. She encouraged members to review their projects and ensure the information and cost estimates are correct.

Mr. Cheney asked if with the new format new projects could be shown as “new” in the comment section.

Ms. Nicoulin replied yes; the year projects are submitted is shown but she can indicate that they are new projects.

Ms. Wyche announced the PD&E study for the Pioneer Trail/I-95 interchange should be completed by the spring of 2020.

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.

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 (ECRFC); 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. 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 so it can 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. The TPO has inserted language to improve resiliency into the applications for the annual Call for Projects and will be incorporating language to improve resiliency into the 2045 Long Range Transportation Plan (LRTP).

Mr. Cheney referred to the goals and objectives and asked if local governments are obligated to implement them like the Transportation Impact Analysis (TIA) guidelines the TPO developed.

Mr. Harris replied once adopted, this TPO and the local governments are expected to make good faith efforts; the goals will be accomplished in the years of the planning horizon.

Mr. Cheney commented that Volusia County is a stakeholder and has been following this process; the other local governments may or may not be stakeholders and it would behoove them to know if they are under any obligation to follow this.

Mr. Harris replied yes, they would be obligated to make a good faith effort to achieve these goals if the resolution is approved.

Mr. Joulanı stated some of the local governments may not be aware of this and asked if there would be any presentations given to the city councils.

Mr. Harris replied those are occurring now and have been occurring since January; the presentations started in Brevard County and beginning in April, presentations are being held in Volusia County.

Mr. Joulanı asked if there is a schedule or if it is by invitation to present at a city council meeting.

Ms. King replied she was the city representative for Volusia County that put these goals and objectives together. Ms. Tara McCue, ECFRPC, is planning a meeting at the Brannon Center, New Smyrna Beach on May 28, 2019. It is not yet scheduled because the Brannon Center is not sure that date is available. It will include all the cities in Flagler and Volusia Counties, the politicians, city management, etc. The purpose is to understand what this will mean for the local governments if it is adopted. It could be by a local ordinance, adopted through comprehensive plans, through the land development regulations or through a resolution, which would be a lighter adoption. Everyone will have an option on how seriously they will take this. Satellite Beach was the forerunner and adopted the plan at the highest level; the Army Corps of Engineers highest standards for sea level rise. They are trying to ensure everyone is on the same page. It is a two-county area and they do not
want everyone adopting something different for sea level rise. It was a long process to put this plan together. New Smyrna Beach has not adopted anything yet.

Mr. Joulani commented that he has been following this and discussed adoption with the city manager. Ponce Inlet is a coastal community and is impacted by all of it. It is difficult to get the city council and citizens on board with this and they need a presentation so when they are approached to adopt this, they will understand.

Mr. Cheney stated his point is that everyone is aware of potential ramifications. He is all for each jurisdiction adopting what they are most comfortable with. His question was if the TPO is going to say in order to receive federal funding a jurisdiction has to adopt this. He would rather have an incentive plan where extra points are awarded.

Ms. Bollenback replied the TPO is encouraging action; regarding the TIA guidelines, cities can do what they want but if they want a project on the priority list, they have to follow the format. The TPO is not heading in that direction but is encouraging action.

Mr. Harris 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 ECFRPC, 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.

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. 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. 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. 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. 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. 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. 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 noting it will probably be in late June.

Mr. Karat commented he did not see a group for large landowners on the list of stakeholders; a lot of these options affect land owned by one or two entities at the most.

Mr. Mah replied Consolidated Tomoka was an important partner in the development of the socioeconomic data used in the model and in determining what the potential development would be for this area.
Mr. Karet stated the presentation implies a new pattern of development needs to be looked at; however, the problem is a lot of the land is wetlands.

Mr. Mah replied this is not going to be a Savannah, Georgia or another new urbanized city but there are still opportunities to look at to make sure there will be cross access and that we can lessen the impact on arterial roads.

Mr. Cheney commented that if we look at the land use grid network, everything from Clyde Morris Boulevard to the east is the traditional neighborhood design; everything west is the new urbanism with single road networks that puts the traffic on a state or county road. Maybe we need to rethink how we are doing that but there are challenges; Hand Avenue is an extremely environmentally sensitive area and we may see the same thing with the endeavor on Dunn Avenue. He referred to the stakeholders and stated Ormond Beach, Holly Hill and Daytona Beach are stakeholders in the project along with the county.

F. FDOT Report

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. Volusia and Flagler County Construction Reports

Mr. Cheney stated the Volusia County Construction Report is provided in the agenda on page 55. They have completed the paved shoulder project on Doyle Road from Lush Lane to Courtland Boulevard. He announced that today, the County Council approved today the low bidder for the mast arm replacement for the airport. There are four design projects that have started which are projects 13, 16, 22 and 23.

The Flagler County Construction Report was also provided in the agenda.

V. Staff Comments

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

Ms. Nicoulin stated FDOT has extended the deadline for comments regarding the proposed D-5 Local Agency Program (LAP) policy to June 20, 2019. The TPO has been copied on one comment response from one municipality. Each municipality is different and so the proposed policy will impact each one differently. This will be discussed tomorrow at the TPO Board meeting during the Executive Director’s comments and the TPO hopes to get direction from the board in terms of a formal response from the TPO whether it is from the Executive Committee or a letter signed by the TPO Board Chairperson. The TPO provided comments when this proposed policy first came out via email.

Mr. Walker referred to the comments by MetroPlan Orlando and asked if that was sent to FDOT or if it was a draft.

Ms. Nicoulin replied they were submitted. It will be discussed at the board meeting tomorrow to determine which direction the board wants to go from the TPO level. She reminded members that the TPO is looking at this from a different perspective and how it will affect TPO policy and the programming as a whole; it will affect each municipality different.

Ms. Mendez stated Orange City is scheduled for a city council discussion on June 10, 2019 for direction on comments from the city. The comments from the city will be as the policy relates to the city. As a TCC member, there were questions about how this draft policy impacts the process. From the city’s perspective, they do not feel compelled that they should take the torch up for the TPO. The MetroPlan letter was great and raised procedural questions. The city would like to support the TPO and have a chance to review the comments.
prior to the city council meeting. She asked the members if any of the other cities were going to provide comments and specifically Volusia County since a lot of the policy will impact the county.

Mr. Cheney replied the county’s Engineering and Construction Department has submitted a list of concerns internally to the different divisions. He has forwarded the TPO’s previous comments and MetroPlan’s comments to the engineering staff. The Engineering and Construction Department has a minimum dollar amount before the county will apply for a project. If it is under that dollar amount it is not worth federalizing; the county’s minimum dollar amount is $300,000 and FDOT is recommending $250,000 for construction. The county’s position is they disagree with limiting the funds to just construction; it should include design and right-of-way if necessary. This proposed policy will make it easier for FDOT because they have proposed to have the county manage the LAP projects. The county has offered its management skills to other local jurisdictions if they make the county whole; the county only receives $.65 on the dollar from FDOT for LAP projects. FDOT has an administrative fee but right now the county does not get any reimbursement for project oversight management of the consults or if a project is designed or managed in-house. FDOT is proposing that if the county manages a LAP project for a local jurisdiction it would get reimbursed for its management costs but the question is what is reasonable. The county has an overhead rate when it does projects for the cities but does not see a profit margin with FDOT.

Ms. Mendez commented it is difficult to make comments on the proposed policy when it is unclear what they are trying to fix. The information from FDOT D-5 says the process is broken and has failed.

Mr. Cheney replied FDOT has performance measures they have to meet 90% or 100% for the LAP projects. This district has more LAP projects than any other districts; they had 15 in fiscal year 2017/18. They missed one which fell below the 90% and so by default they are being penalized. It does not show the LAP projects that have been deferred from the fiscal year.

Ms. Mendez stated the part she likes the most is the task force. She would like to have this task force between the local agencies and FDOT D-5 to work together to improve the efficiency and productivity of the process. She does not think any of the draft policies do that.

Mr. Cheney replied FDOT used to have intake meetings and regularly scheduled LAP project meetings, the projects met the targeted dates because FDOT kept things moving forward. Ms. Bollenback has recommended bringing those intake meetings back. There are the quarterly partnership meetings which would be the opportune time to discuss the status of the LAP projects.

Mr. Paradise announced the city of Deltona has provided comments.

Mr. Cheney asked if there was a way to share those comments.

Mr. Paradise replied the TPO was provided a copy and it is now public record.

Ms. Nicoulin asked members if they do submit comments regarding the proposed LAP policy to please share them with the TPO.

→ 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. TCC Member Comments

Mr. Cheney stated for those interested in the sales tax referendum vote to check the 11:00 pm news. They anticipate the results to be in by 8:00 pm. As he mentioned at a previous meeting, the 2018 traffic counts are available online; there are ten segments that need to be verified before posting them. An excel spreadsheet will be made available for consultants. Where there are significant roads and no counts, the county is going to try to use FDOT’s traffic information online but they have seen varying degrees of accuracy. If they have good numbers from a city they use that and if not, they will use the FDOT numbers.

Ms. Nicoulin asked if those numbers are put into a GIS or shape file.

Mr. Cheney replied yes; Stephanie from his staff converts it into a GIS file.

Ms. Nicoulin asked if that was available for use as it is not on the GIS download.

Mr. Cheney replied it is available if you know what you are looking for and it is asked for. Ms. Stephanie McClain is the contact from his staff.

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 TCC meeting adjourned at 4:20 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

MS. BECKY MENDEZ, VICE CHAIRPERSON
TECHNICAL COORDINATING COMMITTEE (TCC)

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 Technical Coordinating Committee (TCC), approved and duly signed this 18th day of June 2019.

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
<th>Project Sponsor</th>
<th>Performance Measure</th>
<th>Programmed Phase(s)</th>
<th>Unfunded Phase(s)</th>
<th>Estimated Total Project Cost</th>
<th>Local Match</th>
<th>Comments</th>
</tr>
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<tbody>
<tr>
<td>4302172</td>
<td>Alabama Ave Trail</td>
<td>Minnesota Ave to US 92</td>
<td>Trail</td>
<td>DeLand</td>
<td>Safety</td>
<td>CST-$1,344,112-FY 19/20</td>
<td>None</td>
<td>$1,494,267</td>
<td>0%</td>
<td>FULLY-FUNDED</td>
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<tr>
<td>4102511</td>
<td>US 17 Trail</td>
<td>W. Baxter St to SR 40</td>
<td>Trail</td>
<td>Volusia County</td>
<td>Safety</td>
<td>PE - ROW</td>
<td>CST</td>
<td>TBD</td>
<td>0%</td>
<td>FULLY-FUNDED Included in roadway widening project</td>
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<tr>
<td>4379421</td>
<td>East International Speedway Blvd. Beachside Corridor Improvement Project</td>
<td>from Halifax River to SR A1A</td>
<td>Corridor Improvements</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>PE - $2,391,186 - FY 18/19 &amp; 20/21 ROW - $13,200,000 - FY 20/21-23/24 CST - $6,962,269 - FY 22/23 CEI - $899,910 - FY 22/23</td>
<td>None</td>
<td>$23,453,365</td>
<td>0%</td>
<td>Additional $750,000 in local funds (LF) have been committed for PE FULLY-FUNDED</td>
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<tr>
<td>4106781</td>
<td>Black Bear Scenic Trail (SR 40)</td>
<td>SR 35 (Marion County) to US 17 (Volusia County)</td>
<td>Trail</td>
<td>Volusia County</td>
<td>Safety</td>
<td>PD&amp;E-$1,138,110-FY</td>
<td>CST - $29,000,000</td>
<td>TBD</td>
<td>0%</td>
<td>Also known as SR 40 Trail</td>
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<td>4355381</td>
<td>W. French Ave Shared Use Path</td>
<td>Spring to Spring Trail to Valentine Park</td>
<td>Trail</td>
<td>Orange City</td>
<td>Safety</td>
<td>PE-$558,689-FY 17/18 ROW, CST</td>
<td>TBD</td>
<td>10%</td>
<td>Alternative design on south side French Av</td>
<td></td>
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<td>4390371</td>
<td>Beville Rd Shared Use Path</td>
<td>Williamson Blvd to Clyde Morris Blvd</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST-$850,000-FY 20/21 CEI-$114,030-FY 20/21</td>
<td>None</td>
<td>$2,834,424</td>
<td>0%</td>
<td>Additional funding requested: CST $384,628 CEI $299,701</td>
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<td>4364731</td>
<td>Lehigh Trailhead</td>
<td>Palm Coast Tennis Center</td>
<td>Trailhead</td>
<td>Palm Coast</td>
<td>Safety</td>
<td>PE-$101,000-FY 18/19 CST</td>
<td>TBD</td>
<td>10%</td>
<td></td>
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<tr>
<td>4399711</td>
<td>Freemont Av Sidewalk</td>
<td>Niles St to US 1</td>
<td>Sidewalk</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST-$420,000-FY 17/18 RR Xing only</td>
<td>CST - $214,684 (sidewalk)</td>
<td>RR Xing scheduled for mid 2018</td>
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<tr>
<td>4408481</td>
<td>Deltona Lakes/Spirit Elem Sidewalks</td>
<td>Multiple Limits</td>
<td>Sidewalk</td>
<td>Deltona</td>
<td>Safety</td>
<td>CST - $817,381 - FY 19/20 CEI - $122,459 (LF) - FY 19/20 CST</td>
<td>TBD</td>
<td>10%</td>
<td>PE phase locally funded; Additional funding requested: CST $938,840.50</td>
<td></td>
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* 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

<table>
<thead>
<tr>
<th>Rank</th>
<th>FM #</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
<th>Project Sponsor</th>
<th>Performance Measure</th>
<th>Programmed Phase(s)</th>
<th>Unfunded Phase(s)</th>
<th>Estimated Total Project Cost</th>
<th>Local Match</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4408521</td>
<td>Tomoka Elementary Connector Sidewalk</td>
<td>Main Trail to Granada Blvd</td>
<td>Sidewalk</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE-$18,000-FY 17/18</td>
<td>CST - $108,000</td>
<td>$10,800</td>
<td>10%</td>
<td>Sidewalk along Old Tomoka Rd</td>
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<tr>
<td>2</td>
<td>4408531</td>
<td>Williamson Blvd/Hand Ave Theater Driveway Pedestrian Improvements</td>
<td>Hand Ave to Regal Theater Driveway</td>
<td>Sidewalk</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE-$28,400-FY 17/18</td>
<td>CST - $176,000</td>
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<td>4409061</td>
<td>Navy Canal Trail</td>
<td>Museum Blvd to Clyde Morris Blvd</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST</td>
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<td>Tomoka State Park Trail</td>
<td>Sanchez Park to Tomoka State Park</td>
<td>Trail</td>
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<td>Safety</td>
<td>PE - $87,000-FY 19/20</td>
<td>CST - $781,809</td>
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<td>4450282</td>
<td>Providence Bv Shared Use Path</td>
<td>Perimeter Dr to Alexander Av</td>
<td>Trail</td>
<td>Deltona</td>
<td>Safety</td>
<td>CST - $1,104,218</td>
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<td>4435121</td>
<td>SR A1A Pedestrian Safety Improvements</td>
<td>Multiple Locations</td>
<td>Midblock Pedestrian Crosswalks</td>
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<td>PE</td>
<td>CST</td>
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<td>Project Name</td>
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<td>Description</td>
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<td>Year Submitted</td>
<td>Project Score</td>
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<tr>
<td>1</td>
<td>Providence Blvd Shared Use Path</td>
<td>Tivoli Dr to Joyner Dr</td>
<td>Trail</td>
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<td>Safety</td>
<td>CST $2,726,907</td>
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<td>2017</td>
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<td>Derbyshire Park Area Sidewalks</td>
<td>Multiple Limits</td>
<td>Sidewalk</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST $689,784</td>
<td>$891,788</td>
<td>11.20%</td>
<td>2018</td>
<td>78.00</td>
<td>Bundle of five (5) sidewalk segments</td>
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<td>3</td>
<td>Deltona School Crosswalk Embedded Lights</td>
<td>Multiple Limits</td>
<td>Crosswalk Lights</td>
<td>Deltona Beach</td>
<td>Safety</td>
<td>PE - $96,000 CST - $584,000 CEI - $120,000</td>
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<td>2019</td>
<td>89.00</td>
<td>12 crosswalk locations</td>
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<td>SJR2C Wayfinding Signage Project</td>
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<td>Signage</td>
<td>Volusia County</td>
<td>Safety</td>
<td>PE - $125,000 CST - $323,319 CEI - $50,000</td>
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<td>79.00</td>
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<td>Safety</td>
<td>CST $689,784</td>
<td>$891,788</td>
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<td>2018</td>
<td>78.00</td>
<td>Bundle of five (5) sidewalk segments</td>
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<td>7</td>
<td>Port Orange Sidewalk Gaps</td>
<td>Multiple Limits</td>
<td>Sidewalk</td>
<td>Port Orange</td>
<td>Safety</td>
<td>CST $3,584,000</td>
<td>$539,600</td>
<td>10%</td>
<td>2018</td>
<td>75.60</td>
<td>Bundle of four (4) sidewalk segments</td>
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<td>8</td>
<td>SR A1A National Scenic &amp; Historic Coastal Byway Beautification, Phase 1</td>
<td>N. 10th St to S. 10th St</td>
<td>Hardscaping</td>
<td>Flagler Beach</td>
<td>Safety</td>
<td>PE $89,000</td>
<td>TBO</td>
<td>10%</td>
<td>2011</td>
<td>75.00</td>
<td>To be completed in the reconstruction of SR A1A</td>
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<td>North US 1 Sidewalk</td>
<td>Airport Rd to Broadway Av</td>
<td>Sidewalk</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE - $400,000 CST - $2,761,400 CEI - $260,000</td>
<td>$3,267,500</td>
<td>10%</td>
<td>2019</td>
<td>73.14</td>
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<td>Willow Run Bv Sidewalk</td>
<td>Harms Way to Clyde Morris Bv</td>
<td>Sidewalk</td>
<td>Port Orange</td>
<td>Safety</td>
<td>PE - $119,000 CST - $422,000 CEI - $59,000</td>
<td>$600,000</td>
<td>10%</td>
<td>2019</td>
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<td>11</td>
<td>SR 442 Sidewalk-Shared Use Path</td>
<td>Trail Overpass to Air Park Rd</td>
<td>Trail and Sidewalk</td>
<td>Edgewater</td>
<td>Safety</td>
<td>PE - $251,860 CST - $2,123,586 CEI - $197,386</td>
<td>$2,719,752</td>
<td>10%</td>
<td>2019</td>
<td>72.43</td>
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<td>12</td>
<td>N Nova Rd Corridor Improvements</td>
<td>SR 40 to US 1</td>
<td>Complete Street</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>PE - $461,000 CST - $3,077,000 CEI - $307,700</td>
<td>$3,845,700</td>
<td>10%</td>
<td>2019</td>
<td>71.43</td>
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## River to Sea TPO List of Bicycle and Pedestrian Projects

### Tier “B” - Projects Ready for Funding

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Description</th>
<th>Project Sponsor</th>
<th>Performance Measure</th>
<th>Unfunded Phase(s)</th>
<th>Estimated Total Project Cost</th>
<th>Local Match</th>
<th>Year Submitted</th>
<th>Project Score</th>
<th>Comments</th>
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<tbody>
<tr>
<td>13</td>
<td>Halifax River/East Coast Greenway Trail</td>
<td>Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST $1,334,500</td>
<td>$1,515,500</td>
<td>10%</td>
<td>2016</td>
<td>70.67</td>
<td>AKA Sweetheart Trail</td>
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<tr>
<td>14</td>
<td>Graham Swamp Trail Gap, Phase 2</td>
<td>Lehigh Trail to Graham Swamp Trail head</td>
<td>Trail</td>
<td>Palm Coast</td>
<td>Safety</td>
<td>CEI $181,000</td>
<td>$3,100,000</td>
<td>10%</td>
<td>2017</td>
<td>66.75</td>
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<tr>
<td>15</td>
<td>Reed Canal Rd Shared Use Path</td>
<td>Nova Rd to Ridgewood Ave</td>
<td>Trail and Sidewalk</td>
<td>South Daytona</td>
<td>Safety</td>
<td>PE $350,000, CST $2,500,000</td>
<td>TBD</td>
<td>10%</td>
<td>2016</td>
<td>66.33</td>
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<td>16</td>
<td>Ponce Inlet Mobility Project</td>
<td>Lighthouse Dr to north town limit</td>
<td>Sidewalk</td>
<td>Ponce Inlet</td>
<td>Safety</td>
<td>PE - $728,053 CST - $1,892,940, CEI - $291,221</td>
<td>$2,912,214</td>
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<td>17</td>
<td>US 1 Sidewalk</td>
<td>Airport Rd to Willnette Ave</td>
<td>Sidewalk</td>
<td>Ormond Beach</td>
<td>Safety</td>
<td>CEI $250,000</td>
<td>$1,481,700</td>
<td>0%</td>
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<td>65.00</td>
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<td>18</td>
<td>Madeline Av Trail, Phase 1</td>
<td>Clyde Morris Bv to Nova Rd</td>
<td>Trail and Sidewalk</td>
<td>Port Orange</td>
<td>Safety</td>
<td>PE, ROW, CST</td>
<td>$2,053,000</td>
<td>10%</td>
<td>2019</td>
<td>64.29</td>
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<td>Derbyshire Park Trail</td>
<td>Internal to Derbyshire Park</td>
<td>Trail</td>
<td>Daytona Park</td>
<td>Safety</td>
<td>PE $725,608</td>
<td>$1,273,844</td>
<td>10%</td>
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<td>63.50</td>
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<td>Madeline Av Trail, Phase 2</td>
<td>Williamson Bv to Clyde Morris Bv</td>
<td>Trail and Sidewalk</td>
<td>Port Orange</td>
<td>Safety</td>
<td>PE, ROW, CST</td>
<td>$2,653,589</td>
<td>10%</td>
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<td>21</td>
<td>Turnbull Bay Rd Trail</td>
<td>Fairgreen Ave to Industrial Park Ave</td>
<td>Trail</td>
<td>New Smyrna Beach</td>
<td>Safety</td>
<td>CST TBD</td>
<td>$821,762</td>
<td>10%</td>
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<td>22</td>
<td>Derbyshire Park Sidewalk</td>
<td>Vine St to Nova Rd and Brentwood St to 5th St</td>
<td>Sidewalk</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CST $1,214,570</td>
<td>$507,128</td>
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<td>54.00</td>
<td>External Derbyshire Park Improvements</td>
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<tr>
<td>23</td>
<td>SR 44 Median Improvements, Phase 2</td>
<td>Glencoe Rd to Sugarmill Dr</td>
<td>Landscaping and Median Improvements</td>
<td>New Smyrna Beach</td>
<td>Safety</td>
<td>CEI $267,200</td>
<td>$648,000</td>
<td>10%</td>
<td>2015</td>
<td>52.75</td>
<td>Landscaping is locally funded</td>
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<tr>
<td>24</td>
<td>County Rd 3 Shared Use Path</td>
<td>Washington Ave to Palmetto Ave</td>
<td>Trail</td>
<td>Pierson</td>
<td>Safety</td>
<td>CST $1,042,236</td>
<td>$2,169,000</td>
<td>10%</td>
<td>2018</td>
<td>51.4</td>
<td>PE is locally funded</td>
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<td>25</td>
<td>Tarragona Way Sidewalk</td>
<td>Australia St to Museum St</td>
<td>Sidewalk</td>
<td>Daytona Beach</td>
<td>Safety</td>
<td>CEI $231,608</td>
<td>TBD</td>
<td>10%</td>
<td>2006</td>
<td>35.00</td>
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<tr>
<td>Rank</td>
<td>Project Name</td>
<td>Project Limits</td>
<td>Description</td>
<td>Project Sponsor</td>
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<tr>
<td>1</td>
<td>Reed Canal Rd Sidewalk</td>
<td>Nova Rd to US 1</td>
<td>Sidewalk</td>
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<td>10%</td>
<td>2019</td>
<td>80.00</td>
<td>Includes pedestrian crossings</td>
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<td>Pedestrian Accomodation</td>
<td>Red Mill Dr limits: Rymfire Dr S</td>
<td>Sidewalk</td>
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<td>2019</td>
<td>69.43</td>
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<td>to Rymfire Dr N; Rickenbacker</td>
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<td>Dr limits: Rymfire Dr to Royal</td>
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<td>Sauls St Bridge</td>
<td>South to north side of Reed Canal Rd</td>
<td>Bridge</td>
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<td>64.17</td>
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<td>South side to north side of Washington Ave</td>
<td>Railroad Crossing</td>
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<td>Williamson Blvd limits: Willow</td>
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<td>10%</td>
<td>2019</td>
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<td>Run Blvd to Town Park; Willow</td>
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<td>Run Blvd limits: Williamson Blvd</td>
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<td>Regency Trail to I-95 NB ramp</td>
<td>Trail</td>
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<td>10%</td>
<td>2018</td>
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<td>10%</td>
<td>2015</td>
<td>56.3</td>
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<td>Turnbull Bay Rd to US 1</td>
<td>Trail</td>
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<td>2017</td>
<td>56.25</td>
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<td>Ocean Ave Sidewalk</td>
<td>S. Peninsula Ave to S. Atlantic Ave</td>
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<td>2017</td>
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<td>2018</td>
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<td>Hickory Bluff Preserve to Maytown Rd</td>
<td>Trail</td>
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<td>2018</td>
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<td>Sundance Trail to US 1</td>
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<td>2017</td>
<td>44</td>
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<td>Volusia Gap</td>
<td>US 17-92 Bridge to Spring to Spring Trail</td>
<td>Trail</td>
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<td>10%</td>
<td>2014</td>
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<td>County</td>
<td>Project Name</td>
<td>Project Limits</td>
<td>Description</td>
<td>Project Sponsor</td>
<td>Programmed Phase(s)</td>
<td>Unfunded Phase(s)</td>
<td>Estimated Total Project Cost</td>
<td>Comments</td>
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<td>Volusia</td>
<td>East Central Regional Rail</td>
<td>Guise Rd to Gobbler’s Lodge Rd</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST $5,000,000 FY 17/18</td>
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<td>Design-build in FY 2017/18 FULLY-FUNDED</td>
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<td>SJR2C</td>
<td>4398711</td>
<td>Volusia</td>
<td>Daytona Beach Gap 1: N. Beach</td>
<td>Sickler Dr from 350’ south of</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>PE $1,060 FY 17/18</td>
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<td>aka Sweetheart Trail FULLY-FUNDED</td>
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<td>SJR2C</td>
<td>4398701</td>
<td>Volusia</td>
<td>Daytona Beach Gap 2: Ballough</td>
<td>Ballough Road Bridge</td>
<td>Bridge</td>
<td>Daytona Beach</td>
<td>PE $1,060 FY 17/18</td>
<td>None</td>
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<td>Spring to Spring Gap: DeLeon</td>
<td>Grand Av/Baxter St to SR 15 (US 15)</td>
<td>Trail</td>
<td>Volusia County</td>
<td>ROW $400,000 FY 18/19</td>
<td>None</td>
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<td>Volusia</td>
<td>Spring to Spring Gap: DeBary</td>
<td>US 17/92 from Benson Junction Rd</td>
<td>Trail</td>
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<td>Oak Hill to Edgewater: US 1</td>
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<td>Trail</td>
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<td>PE $2,349,000 - FY 20/21</td>
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<td>Spring to Spring Gap: Lake</td>
<td>Lake Monroe Park to Old Deland</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST $451,489 - FY 19/20</td>
<td>None</td>
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<td>W Highbanks Rd to DeBary Plantation Bv</td>
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<td>Volusia County</td>
<td>CST $1,173,000 - FY 23/24</td>
<td>None</td>
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<td>FM #</td>
<td>County</td>
<td>Project Name</td>
<td>Project Limits</td>
<td>Description</td>
<td>Project Sponsor</td>
<td>Programmed Phase(s)</td>
<td>Unfunded Phase(s)</td>
<td>Estimated Total Project Cost</td>
<td>Comments</td>
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<td>C2C, HOF</td>
<td>4391951</td>
<td>Volusia</td>
<td>Coast to Coast Gap: DeBary</td>
<td>Fort Florida Rd to Coast to Coast Trail</td>
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<td>CST $225,000 - FY 19/20</td>
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<td>Spring to Spring Gap: DeLand</td>
<td>Lake Beresford Park to Grand Av</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST $9,384,840 - FY 22/23</td>
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<td>Spring to Spring Gap: DeLeon Springs</td>
<td>Grand Av/Baxter St to SR 15 (US 17)</td>
<td>Trail</td>
<td>Volusia County</td>
<td>CST $4,500,000 - FY 19/20</td>
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<td>Volusia</td>
<td>Spring to Spring Gap: Lake Monroe Park to Old DeLand Rd</td>
<td>Lake Monroe Park to Old DeLand Rd</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE $128,499 FY 2017/18</td>
<td>CST</td>
<td>TBD</td>
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<td>SJR2C</td>
<td>4398731</td>
<td>Volusia</td>
<td>SR A1A</td>
<td>S. 26th St to N. 9th St</td>
<td>Trail</td>
<td>Flagler Beach</td>
<td>PDE $600,000 - FY 17/18, PE $2,500,000 - FY 20/21</td>
<td>CST</td>
<td>$3,115,000</td>
<td>SR A1A or alternate route.</td>
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<td>4398691</td>
<td>Volusia</td>
<td>Daytona Beach Gap 3: S. Beach St</td>
<td>Marina Point Dr to Orange Av</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>CST $450,000 FY 17/18</td>
<td>None</td>
<td>TBD</td>
<td>aka Sweetheart Trail Additional funding requested: CST $63,098 CEI $102,619</td>
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<td>Volusia</td>
<td>Daytona Beach Gap 4: S. Beach St</td>
<td>Bellevue Av to Marina Point Dr</td>
<td>Trail</td>
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<td>CST $300,000 FY 17/18</td>
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<td>$501,000</td>
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<td>Volusia</td>
<td>Daytona Beach Gap 6: S. Beach St</td>
<td>Wilder Blvd to Shady Place</td>
<td>Trail</td>
<td>Daytona Beach</td>
<td>CST $500,000 - FY 17/18</td>
<td>None</td>
<td>$366,000</td>
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<td>FM #</td>
<td>County</td>
<td>Project Name</td>
<td>Project Limits</td>
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<td>Project Sponsor</td>
<td>Programmed Phase(s)</td>
<td>Unfunded Phase(s)</td>
<td>Estimated Total Project Cost</td>
<td>Comments</td>
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<td>Volusia</td>
<td>New Smyrna to Port Orange Gap: US 1</td>
<td>SR 44/Lytle Av to Beville Rd</td>
<td>Trail</td>
<td>New Smyrna Beach/Port Orange/South Daytona</td>
<td>PDE $800,000 - FY 17/18</td>
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<td>SJR2C</td>
<td>4398641</td>
<td>Volusia</td>
<td>New Smyrna Gap: Myrtle Av</td>
<td>10th St to SR 44/Lytle Av</td>
<td>Trail</td>
<td>New Smyrna Beach</td>
<td>PE $800,000 - FY 17/18 $375,000 - FY 19/20</td>
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<td>4398761</td>
<td>Volusia</td>
<td>SR 15 (US 17)</td>
<td>SR 40 to Putnam County Line</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PDE $7,329,963 - FY 17/18 PE $2,835,000 - FY 20/21</td>
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<td>SJR2C</td>
<td>4398741</td>
<td>Volusia</td>
<td>Spring to Spring Gap: DeLand</td>
<td>Lake Beresford Park to Grand Av</td>
<td>Trail</td>
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<td>PDE $20,443 - FY 17/18 PE $2,143,988 - FY 19/20</td>
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<td>Volusia</td>
<td>Ormond Beach Gap: SR 40</td>
<td>Cassen Park to A1A</td>
<td>Trail</td>
<td>Ormond Beach</td>
<td>FS $211,339 - FY 17/18</td>
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<td>PE, CST</td>
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<td>SJR2C</td>
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<td>Volusia</td>
<td>New Smyrna Gap: Myrtle Av</td>
<td>10th St to SR 44/Lytle Av</td>
<td>Trail</td>
<td>New Smyrna Beach</td>
<td>ROW $765,574 - FY 22/23</td>
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<td>SJR2C</td>
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<td>Flagler</td>
<td>SR A1A</td>
<td>S. 26th St to N. 9th St</td>
<td>Trail</td>
<td>Flagler Beach</td>
<td>PE $2,500,000</td>
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<td>SJR2C</td>
<td>4398742</td>
<td>Volusia</td>
<td>Spring to Spring Gap: DeLand</td>
<td>Lake Beresford Park to Old New York Av</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE $1,184,193 - FY 19/20</td>
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<td>SJR2C</td>
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<td>Volusia</td>
<td>Spring to Spring Gap: DeLand</td>
<td>Old New York Av to SR 44</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE $428,798 - FY 19/20</td>
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<td>SJR2C</td>
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<td>Volusia</td>
<td>Spring to Spring Gap: DeLand</td>
<td>SR 44 to Grand Av Trailhead</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE $540,997 - FY 19/20</td>
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<td>4398761</td>
<td>Volusia</td>
<td>SR 15 (US 17)</td>
<td>SR 40 to Volusia/Putnam County line</td>
<td>Trail</td>
<td>Volusia County</td>
<td>PE $2,835,000 - FY 20/21</td>
<td></td>
<td>ROW, CST</td>
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List of Changes to the TPO Priority Lists
(Comparing the 2018 Adopted Lists with the 2019 Draft Lists)

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 Osteen Rd at Captain Dr 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
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
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/fl/div/tma.cfm or the following contacts:

Teresa Parker, FHWA Transportation Planning Specialist 407-867-6415 Teresa.Parker@dot.gov
Joseph Sullivan, FHWA Environmental Specialist 850-553-2248 Joseph.Sullivan@dot.gov
Robert Sachnin, FTA Community Planner 404-865-5606 robert.Sachnin@dot.gov