

**Technical Coordinating Committee (TCC)
Meeting Minutes
June 16, 2020**

****NOTE: THIS MEETING WAS HELD AS AN ONLINE VIDEO/AUDIO CONFERENCE AS PERMITTED UNDER EXECUTIVE ORDERS 20-69 and 20-114 (A physical presence was also supported)**

TCC Members Present:

Andrew Holmes
Ron Paradise
Darren Lear
Brian Walker
Rebecca Witte
Kyle Fegley
Becky Mendez, Vice Chairperson
Shawn Finley
Jose Papa, Chairperson
Mark Karet
Tim Burman
Melissa Winsett
Edie Biro
Vickie Wyche (non-voting advisor)

TCC Members Absent:

Rodney Lucas
Stewart Cruz
Matt Boerger
Mike Holmes
Larry Newsom
Aref Joulani
Brian Peek
Lauren Possinger
Adam Mengel

Others Present:

Debbie Stewart, Recording Secretary
Colleen Nicoulin
Lois Bollenback
Pam Blankenship
Stephan Harris
Tony Nosse
Anna Taylor
Kellie Smith
Doug Robinson
William Roll
Jim Wood
Marc Ispass
Abby Morgan
Jake Lunceford

Representing:

Daytona Beach
Deltona
Edgewater
Holly Hill
Lake Helen
New Smyrna Beach
Orange City
Ormond Beach
Palm Coast
Pierson
Port Orange
V.C. Traffic Engineering
Votran
FDOT District 5

Representing:

Bunnell
Daytona Beach Shores
DeBary
DeLand
Flagler Beach
Ponce Inlet
South Daytona
V.C. Emergency Management
F.C. Traffic Engineering

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
FDOT
FDOT
FDOT
H.W. Lochner
Kimley-Horn, Inc.
Kimley-Horn, Inc.
Kimley-Horn, Inc.
Kittelsohn & Associates
Votran

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 3:01 p.m. The roll was called and it was determined that a quorum was present; due to the COVID-19 virus, the meeting was held virtually via GoToMeeting.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Action Items

A. Review and Approval of May 19, 2020 TCC Meeting Minutes

MOTION: *A motion was made by Mr. Lear to approve the May 19, 2020 TCC meeting minutes. The motion was seconded by Mr. Holmes and carried unanimously.*

B. Nomination and Election of TCC Officers for FY 2020/21

Ms. Nicoulin stated at the end of every fiscal year new TCC officers are nominated and elected. Per TPO bylaws, officers cannot serve more than two consecutive terms for the same office. The current TCC Chairperson, Mr. Jose Papa, and Vice Chairperson, Ms. Becky Mendez, are both serving their second terms. She asked for nominations or volunteers for these positions.

MOTION: *A motion was made by Mr. Lear to nominate and elect Ms. Becky Mendez as TCC Chairperson for FY 2020/21. The motion was seconded by Mr. Paradise and passed unanimously.*

MOTION: *A motion was made by Mr. Walker to nominate and elect himself as TCC Vice Chairperson for FY 2020/21. The motion was seconded by Mr. Paradise and passed unanimously.*

C. Review and Recommend Approval of Resolution 2020-## Adopting the FY 2020/21 to 2024/25 Transportation Improvement Program (TIP)

Ms. Nicoulin stated the Transportation Improvement Program (TIP) is the five-year plan of funding and activities as well as a variety of different project types such as bicycle/pedestrian, traffic operations, rail, safety, aviation, etc., and resurfacing and maintenance projects. When the new TIP is developed the year ending is dropped and a new fifth year is added. The draft TIP and comparison report were presented last month; comments were received and have been incorporated into the draft document. A link to the draft TIP was provided in the agenda.

MOTION: *A motion was made by Mr. Lear to recommend approval of Resolution 2020-## adopting the FY 2020/21 to 2024/25 Transportation Improvement Program (TIP). The motion was seconded by Mr. Walker and passed unanimously.*

D. Review and Recommend Approval of Resolution 2020-## Adopting the 2020 List of Priority Projects

Ms. Nicoulin stated the List of Priority Projects (LOPP) includes updated project cost estimates received from local governments and state projects; new projects are incorporated that are submitted through the annual Call for Projects and they are reviewed and ranked by the subcommittees. Projects that are advanced into the Work Program are moved from Tier B to Tier A and this year two new lists were added. One is for SU funded planning studies; the list identifies planning studies that are funded with SU set aside funds. A Transportation Regional Incentive Program (TRIP) list was also developed; this list is populated by local governments who submitted projects for consideration for TRIP funding. In addition, three bridge projects were submitted that are on both the Bicycle/Pedestrian and Traffic Operations lists; they are identified as mixed-use projects because they contain components of both. The recommendation from the BPAC was to include a note in the comments that the portion of funding from each list is proportionate to the amount of funding for what the project consumes.

MOTION: *A motion was made by Mr. Lear to recommend approval of Resolution 2020-## adopting the 2020 List of Priority Projects (LOPP). The motion was seconded by Mr. Walker and passed unanimously.*

E. Review and Recommend Approval of Resolution 2020-## Amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP)

Ms. Nicoulin stated this item amends the current Transportation Improvement Program (TIP) by adding funding for a rail safety project at two crossings; West Beresford Avenue and Alexander Drive.

MOTION: *A motion was made by Mr. Lear to recommend approval of Resolution 2020-## amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIIP). The motion was seconded by Mr. Holmes and passed unanimously.*

F. Review and Recommend Approval of an Amendment to the R2CTPO's Public Participation Plan (PPP)

Ms. Blankenship stated the draft amendment to the R2CTPO's Public Participation Plan (PPP) was presented last month; the CAC made a recommendation to add county and local guidance to the last sentence.

MOTION: *A motion was made by Mr. Lear to recommend approval of an amendment to the R2CTPO's Public Participation Plan (PPP). The motion was seconded by Mr. Holmes and passed unanimously.*

G. Review and Recommend Approval of Resolution 2020-## Adopting the Connected and Automated Vehicle (CAV) Readiness Study and Technology Transition Plan

Ms. Nicoulin stated the TPO has developed a Connected and Automated Vehicle (CAV) Readiness Study and Technology Transition Plan. The Technology Transition plan outlines the transition specific to the TPO planning area for adopting CAV and other transformational technologies at the local level as well as for incorporating new transportation technologies into comprehensive plans, land development codes, legislation and funding. The draft plan was presented last month; no additional comments were received and there have been no changes.

MOTION: *A motion was made by Mr. Lear to recommend approval of Resolution 2020-## adopting the Connected and Automated Vehicle (CAV) Readiness Study and Technology Transition Plan. The motion was seconded by Mr. Karet and passed unanimously.*

H. Review and Recommend Approval of the Draft Connect 2045 Long Range Transportation Plan (LRTP) Project List for Public Outreach

(Handout)

Ms. Nicoulin stated the draft Cost Feasible list of projects for the 2045 Long Range Transportation Plan (LRTP) is being presented for a recommendation of approval to go out for public outreach. The 2045 LRTP Subcommittee met last week to review the list and identify projects that will move into the Cost Feasible project list. She introduced Mr. William Roll, Kimley-Horn, to give the presentation.

Mr. Roll reviewed the list of projects and funding to be included in the draft Cost Feasible Plan. The project lists are broken down into three categories; Strategic Intermodal System (SIS), other arterial state roads and other arterial local roads. He reviewed the projects and the recommendations from the 2045 LRTP Subcommittee; the Tomoka River Bridge was the highest priority. The subcommittee met earlier and recommended a change to the state highway system project list to change the limits of the SR 44 project from Lake County to Grand Avenue; the original limits were from Lake County to SR 15A. The recommendation was made by the CAC, TCC and TPO Board to flex the maximum of 10% of other arterial state roads funding and allocate it for local road projects. The action being requested today is to recommend approval of these lists of projects to present to the public for input. He noted the dollar amounts are subject to change as better project cost information is received; the focus is the identification of projects in the Cost Feasible Plan and the relative order of those projects.

Ms. Nicoulin stated the TPO is asking for a recommendation of approval for the list of projects and their respective ranking to go out for public outreach in July. As part of the development of the project tables, costs have been developed; however, they are only asking for approval of the projects and the ranking. As we continue to move through the development process of the 2045 LRTP costs may be adjusted. The draft Cost Feasible Plan will be presented in August for review and for adoption in September. She reminded members that when making a motion for recommendation of approval to include the change in project limits to the SR 44 project from Lake County to Grand Avenue. Also, the Clyde Morris Boulevard project is currently identified in the 2040 LRTP as a capacity project; moving from four lanes to six. There has been a change in land use surrounding that corridor so the improvement is now identified as a corridor improvement with the understanding that the actual improvement is in development. The funding tied to that project is associated with a six lane roadway so if the project changes that project cost could decrease.

MOTION: *A motion was made by Mr. Lear to recommend approval of the draft Connect 2045 Long Range Transportation Plan (LRTP) project list for public outreach as amended. The motion was seconded by Mr. Karet and passed unanimously.*

I. Cancellation of July TCC Meeting

MOTION: *A motion was made by Mr. Lear to cancel the July TCC meeting. The motion was seconded by Mr. Karet and passed unanimously.*

IV. Presentation Items

A. Presentation and Discussion of the Development Activities of the Connect 2045 Long Range Transportation Plan (LRTP)

(Handout)

Ms. Nicoulin stated that as part of the development of the Connect 2045 Long Range Transportation Plan (LRTP), three scenarios were reviewed; the resiliency and technology scenarios were previously presented. She introduced Mr. William Roll, Kimley-Horn, to give the presentation on the funding scenario.

Mr. Roll stated the Cost Feasible Plan factors in the funding scenario; they have identified two low funding scenarios as well as a high funding scenario. It is likely that in the future the revenues will not be as high as projected which may mean a change in the type of projects or investments that are made. There are many unfunded needs in the plan and it would be highly desirable to have additional funds available to fund those needs; he gave examples of potential additional funding opportunities. He reviewed the two low funding scenarios and the high scenario and explained how the priorities in the 2045 LRTP may or not be funded with each scenario.

Ms. Mendez referred to the 2040 status column and that some state cost feasible and some do not regardless of the scenario.

Mr. Roll that column represents the status of these individual projects in the current adopted 2040 LRTP.

Ms. Mendez asked if that means the project is funded if it states cost feasible.

Mr. Roll replied it means it was identified as cost feasible in the 2040 LRTP; there are protected projects but the others could drop off if the priorities shift or change. If the project is highlighted in green it is fully funded.

B. Presentation and Discussion of the Florida Transportation Plan (FTP) Update

Ms. Nicoulin introduced Ms. Judy Pizzo, FDOT, to give the presentation.

Ms. Pizzo gave a PowerPoint presentation of the update to the Florida Transportation Plan (FTP). The presentation given last year was on technology and resilience and this year's emphasis is on state, interregional, regional and local issues. The FTP is the single, overarching plan guiding Florida's transportation future and is for all of Florida created by, and providing direction to, FDOT and all organizations that are involved in planning and managing Florida's transportation system. The FTP provides policy guidance and a framework for allocating the state and federal transportation funds which flow through the five-year Work Program. She reviewed past FTPs and how they affect the transportation system. She reviewed the four cross-cutting topics included in the plan. She gave a survey QR code and weblink for members to participate in a live survey, went through the survey questions and received input. The schedule for 2020 is subject to change as planning for regional workshops has been put on pause. The draft FTP will be ready for a 30-day public comment period in November and publication in December.

C. Presentation and Discussion of the 2020 "Tell the TPO" Preliminary Results

Mr. Doug Robinson, H.W. Lochner, gave a PowerPoint presentation of the 2020 "Tell the TPO" survey preliminary results. He reviewed the marketing approach for the 2020 "Tell the TPO" survey, how they got the word out and the tools they used. COVID-19 caused plans to change for public engagement so an additional week was given to accept survey responses. Although the goal of 3,000 results was not reached, there was an increased response over the 2016 survey. He reviewed the answers to the survey questions including the demographic information. He announced the CAC was the winner of the Ambassador Challenge.

D. FDOT Report

The FDOT report was provided in the agenda.

E. Volusia and Flagler County Construction Reports

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

V. Staff Comments

Ms. Nicoulin thanked TCC members for participating in the 2020 "Tell the TPO" survey. This is a busy time of year with deliverables for the TPO; if members have any questions regarding any of those documents please contact staff.

VI. TCC Member Comments

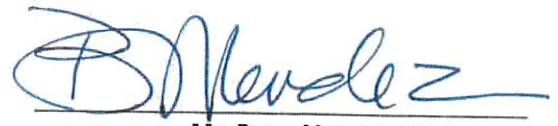
Ms. Winsett stated Mr. Clay Ervin, Director of Volusia County's Growth and Resource Management Department, asked her to remind members when submitting their city's comprehensive plan updates to have the transportation analysis included so the plan is not held up during the review process.

VII. Information Items

- CAC & TCC Attendance Records
- May 27, 2020 River to Sea TPO Board Meeting Summary
- May 2020 TPO Outreach and Events
- 2045 LRTP Subcommittee Report

VIII. Adjournment

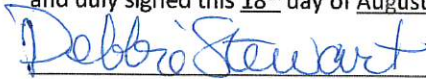
There being no further business, the TCC meeting adjourned at 4:23 p.m.



MS. BECKY MENDEZ, 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 June 16, 2020 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 18th day of August 2020.



DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

Connect 2045 Funding Scenarios

Background

At the heart of developing Connect 2045 is the prioritization and selection of projects for funding within the constraints of forecasted revenues. For each round of LRTP updates, FDOT develops the forecast of funds on the state highway system that are expected to be available over the 25-year planning period. The forecast uses factors known at the time it is developed. As with any long-range financial projection, actual revenue may vary due to unanticipated changes in economic conditions, revenue sources, and other factors. The evaluation of funding scenarios provides a window on potential changes to the Cost Feasible Plan (CFP) set of projects that could be applied in the wake of differing revenue levels.

Within the categories of the revenue forecast, the TPO has the greatest influence over where funds will be prioritized under the *Other Arterials* funding category. This category is the prime focus of the Cost Feasible Plan (CFP) and the funding scenarios.

The scenarios consist of both a LOW and HIGH funding amount relative to the baseline revenue forecast used for development of the Connect 2045 CFP. These funding amounts provide opportunity to illustrate how alternative futures would potentially change the projects and priorities included in the CFP.

Scenario Alternatives

Below is a summary of the baseline and two scenarios. The scenarios consist of three alternatives—two LOW alternatives and one HIGH alternative:

BASELINE / 2045 Cost Feasible Plan – This is the *Other Arterials* funding amount from the Connect 2045 Revenue Forecast being used to develop the CFP.

The BASELINE 2045 CFP consists of \$497,226,138 in *Other Arterials* funds -- \$447,503,524 for State Highway System (SHS) projects and a maximum of \$49,772,614 for local or “off-system” projects.

LOW Scenario / 2040 Plan – This is the *Other Arterials* funding amount from the 2040 LRTP Revenue Forecast. This funding amount acts as an appropriate surrogate for a more constrained financial situation. The potential factors that could drive a more constrained financial future include:

- growing shortfalls in federal transportation funding due to highway fuel tax remaining at the same level since 1993
- projected reductions in fuel tax revenue due to increasing vehicle fuel economy
- projected reductions in fuel tax revenue due to growth in sales of electric and other alternative fuel vehicles

The LOW Scenario assumes \$233,696,285 in *Other Arterials* funds -- \$210,326,656 for SHS projects and a maximum of \$23,369,628 for local or “off-system” projects.

LOW Scenario A assigns funding to the projects based on the rank as recommended by the LRTP Subcommittee. This scenario funds each of the SHS projects in the LOPP, \$40 million in SHS local initiatives (ITS and safety improvements), and the two highest-ranked projects. Of the two Old Kings Road projects included in the LOPP, the southern segment (Palm Harbor Village Way to Farnum Lane) can be fully funded. The remainder of the 10% *Other Arterials* funds earmarked for local projects is assigned to the other segment of Old Kings Road (Farnum Lane to Forest Grove Drive). This amount satisfies approximately 27% of the total needed funds. There is \$7,676,656 identified to fund operational improvements.

LOW Scenario B funds each of the SHS projects in the LOPP, \$40 million in SHS local initiatives (ITS and safety improvements), and approximately \$10 million (33%) of the highest-ranked SHS project (Tomoka River Bridge (LPGA Blvd). This scenario enables a larger portion of funds to be used for smaller-scale operational projects to maintain system performance. Of the two Old Kings Road projects included in the LOPP, the southern segment (Palm Harbor Village Way to Farnum Lane) can be fully funded. The remainder of the 10% *Other Arterials* funds earmarked for local projects is assigned to the other segment of Old Kings Road (Farnum Lane to Forest Grove Drive). This amount satisfies approximately 27% of the total needed funds. There is \$39,026,656 identified to fund operational improvements.

HIGH Scenario / 2045 + New Funding Source – This is the *Other Arterials* funding amount from the Connect 2045 Revenue Forecast plus a hypothetical new source of funding. For purposes of developing the specific funding amount, the figure is based on the estimate of 25% of a 1 cent sales tax going to transportation. This is not a policy recommendation. This example is used for illustrative purposes. The potential factors that could drive a more abundant financial future include:

- increase in federal highway fuel tax
- a new local sales tax
- increase in state funding
- implementation of a new revenue source that based on miles driven rather than gallons of fuel sold

The HIGH Scenario assumes \$770,700,514 in funding. This is \$273,474,376 in addition to the BASELINE *Other Arterials* funding. The additional funding may or may not be restricted to 10% “off-system”. For the purposes of this scenario alternative, we did not assume that restriction.

In the HIGH Scenario, all *Other Arterials* projects receive full funding. There is \$37,569,129 identified to fund additional operational improvements.

River to Sea TPO 2045 Other Arterial Needs — Alternative Funding Scenarios - Local Roadways											
ID	Jurisdiction	On Street	From Street	To Street	Improvement	Cost	Baseline	Low Scenario A	Low Scenario B	High Scenario	Criteria Score **
							Percent Funded	Percent Funded	Percent Funded	Percent Funded	2040 Status
E	Local	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	\$ 18,650,000	100%	100%	100%	100%	COST FEASIBLE
F	Local	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	\$ 17,450,000	100%	27%	27%	100%	COST FEASIBLE
K	Local	Old Kings Road - Extension Roadway (Phase II)	Matanzas Woods Pkwy	Old Kings Rd	00-2U	\$ 7,381,000	100%	0%	0%	100%	COST FEASIBLE
L	Local	Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U	\$ 9,680,000	64%	0%	0%	100%	COST FEASIBLE
Y	Local	Williamson Blvd	Summer Trees Rd	SR 400 (Beville Rd)	2LN - 4LN	\$ 6,700,000	0%	0%	0%	100%	—
X	Local	Veterans Memorial Pkwy	Harley Strickland	Graves Ave	2LN - 4LN	\$ 9,800,000	0%	0%	0%	100%	—
J	Local	Matanzas Woods Pkwy	SR 5 (US1)	I-95	2U-4D	\$ 14,796,900	0%	0%	0%	100%	COST FEASIBLE
I	Local	LPGA Blvd	Nova Rd	US-1	2U-3D	\$ 12,950,000	0%	0%	0%	100%	COST FEASIBLE
V	Local	Hand Ave	Clyde Morris Blvd	SR 5A (Nova Rd)	2LN - 4LN	\$ 7,000,000	0%	0%	0%	100%	—
W	Local	Josephine St	Old Mission	Tatum	2LN - 4LN	\$ 4,950,000	0%	0%	0%	100%	—
M	Local	North Entrance Deland Airport (Industrial Park)	Industrial Dr	SR 11	00-2U	\$ 2,263,000	0%	0%	0%	100%	COST FEASIBLE
											4.5

River to Sea TPO 2045 Other Arterial Needs — Alternative Funding Scenarios - State Highway System												
ID	Jurisdiction	On Street	From Street	To Street	Improvement	Cost	Baseline		Low Scenario A	Low Scenario B	High Scenario	Criteria Score**
							Percent Funded		Percent Funded	Percent Funded	Percent Funded	
A	SHS	US-1	At Park Ave	Intersection	Intersection Improvement	\$ 6,300,000	100%	100%	100%	100%	100%	N/A
C	SHS	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	4D-6D	\$ 63,900,000	100%	100%	100%	100%	100%	N/A
D	SHS	SR 44	Grand Ave	SR 15A	2U-4D	\$ 19,100,000	100%	100%	100%	100%	100%	N/A
B	SHS	US-92	I-4 EB RAMP	CR 415 (Tomoka Farms Rd.)	4D-6D	\$ 32,000,000	100%	100%	100%	100%	100%	N/A
Q	SHS	Tomoka River Bridge (LPGA Blvd)***	West of Champions Dr	E of Tomoka Farms Rd	Bridge	\$ 10,000,000	100%	100%	100%	100%	100%	34.5
G	SHS	Local Initiatives	N/A	N/A	N/A	\$ 40,000,000	100%	100%	100%	100%	100%	N/A
H	SHS	US 17/92	SR 472	SR 15A (Taylor Rd)	6D-6D (ITS)	\$ 31,350,000	100%	100%	0%	100%	100%	65.0
N	SHS	SR 44	I-4	Prevatt Ave.	4D-6D	\$ 6,623,038	100%	100%	0%	100%	100%	52.5
O	SHS	US 1	Nova Rd. (N)	I-95	4D-6D	\$ 34,463,484	100%	100%	0%	100%	100%	52.5
R	SHS	SR 415 (Tomoka Farms Rd)	Howland Dr	SR 44	2U-4D	\$ 112,925,935	75%	0%	0%	100%	100%	32.5
S	SHS	SR 44	SR 415	Glencoe Rd.	4D-6D	\$ 54,291,449	100%	0%	0%	100%	100%	27.0
U	SHS	SR 44	Lake County	SR 15A	2U-4D	\$ 38,656,527	100%	0%	0%	100%	100%	25.0
(SIS E)	SHS	SR 15 (US 17)***	Deleon Springs	SR 40	2U-4D	\$ 10,000,000	100%	0%	0%	100%	100%	N/A
P	SHS	SR 415 (Tomoka Farms Rd) - excludes bridge	Seminole C/L	Howland Dr	4D-6D	\$ 54,551,711	0%	0%	0%	100%	100%	42.5
T	SHS	SR 11	N. Woodland Blvd.	Flagler County	2U-4D	\$ 141,899,190	0%	0%	0%	100%	100%	30.0
	SHS	SHS Operational Improvements [§]	N/A	N/A	N/A		\$16,124,575	\$7,676,656	\$39,026,656	\$37,569,129	—	N/A

	Total Revenues	Total Revenues	Total Revenues	Total Revenues
SHS	\$447,503,524	\$210,326,656	\$210,326,656	\$693,630,463
Local	\$49,722,614	\$23,369,628	\$23,369,628	\$77,070,051
TOTAL	\$497,226,138	\$233,696,285	\$233,696,285	\$770,700,514

* Revenue Forecast and project costs are estimated at a planning level using historic data and FDOT guidance.

** Criteria Score is just one factor to consider in determining project prioritization.

*** LPGA Blvd Tomoka River Bridge project is included in the SIS needs list as well.

§ In lieu of additional capacity projects, funding is identified to support smaller-scale operational to maintain system performance.

Projects are listed in priority order as recommended by the LRTTP Subcommittee on June 1, 2020.

LOPP = List of Priority Projects; SHS = State Highway System; OA = Other Arterials on State Highway System;

U = Undivided; D = Divided; F = Freeway; LN = Lanes

Projects included in the 2040 LRTTP Cost Feasible Plan; Per TPO Policy (Resolution 2019-02) projects 1-5 on the Other Arterials List are protected and remain until they are completed and drop out of the work program.

2045 Fully Funded Projects
2045 Partially Funded Projects
2045 Unfunded Projects

WORKING DRAFT

River to Sea TPO 2045 - Strategic Intermodal System (SIS) Cost Feasible Plan														
CFP ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		LOPP Rank	Funding Status
					Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	Time	PDV Cost		
S	Tomoka River Bridge (LPGA Blvd)	West of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration							TBD	\$ 10,000,000		PARTIALLY FUNDED ⁶
P	I-95/SR 44		Interchange / Intersection	Interchange Improvement										UNFUNDED
R	I-95/Matanzas Woods Pkwy		Interchange / Intersection	Interchange Improvement										UNFUNDED
N	I-95		Old Dixie Hwy	6F-8F										UNFUNDED
O	I-4 / SR 400		SR 44	6F-8F										UNFUNDED
Q	I-4 / SR 400		US-92 Connection	6F-8F										UNFUNDED

SHS = State Highway System; CFP = Cost Feasible Plan; Imprv = Improvement; PDV = Present Day Value; LOPP = List of Priority Projects; SIS = Strategic Intermodal System; OA = Other Arterials
U = Undivided; D = Divided; F = Freeway; TBD = To be determined

⁵ It is anticipated that this US-17 (SR 15) widening will be a SIS-funded project. \$ 10,000,000 is identified in the OA table for funding to show local commitment and priority.

⁶ It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$ 3,000,000 is identified in the OA table for funding 30% to show local commitment and priority.

River to Sea TPO 2045 - Strategic Intermodal System (SIS) Cost Feasible Plan																
CFP ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		LOPP Rank	Funding Status		
					Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	Time	PDV Cost				
A	I-4 / SR 400	Seminole C/L	0.5 MI E of SR 472	Managed Lanes	Complete	\$ -	Complete	\$ -	2031-2035	\$ 36,923,000	2036-2045	\$ 907,649,000	1	COST FEASIBLE		
B	SR 472	Graves Ave	Kentucky/MLK Blvd	4D-6D	Part of I-4 Beyond the Ultimate										1	COST FEASIBLE
C	Saxon Blvd	I-4	Normandy Blvd	2U-4D											1	COST FEASIBLE
D	Rhode Island Extension	Veterans Memorial Pkwy	Normandy Blvd	2U-4D											1	COST FEASIBLE
E	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D											Complete	\$ -
F	SR 40	Breakaway Trails	Williamson Blvd	4D-6D	Complete	\$ -	Programmed	\$ 2,750,000	2025-2030	\$ 2,260,000 \$ 5,955,000	2036-2040	\$ 41,175,000	3	COST FEASIBLE		
G	SR 40	W of SR 11	W of Cone Rd	2U-4D	Complete	\$ -	2031-2035	\$ 7,365,000	Programmed	\$ 2,411,357 \$ 429,000 \$ 181,000	2036-2045	\$ 72,370,000	4	COST FEASIBLE		
H	SR 40	SR 15 (US-17)	SR 11	2U-4D	Complete	\$ -	2031-2035	\$ 6,338,000	Programmed	\$ 4,206,411 \$ 880,000 \$ 319,000	2036-2045	\$ 62,279,000	5	COST FEASIBLE		
I	I-95//PGA Blvd	Williamson Blvd	Tymber Creek Rd Ext	Interchange Improvement	Complete	\$ -	2031-2035	\$ 3,000,000	N/A	\$ -	2036-2045	\$ 29,480,000	6	COST FEASIBLE		
J	I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement	Programmed	\$ 4,000,000			Programmed	\$ 3,730,000	2036-2040	\$ 18,500,000	7	COST FEASIBLE		
K	I-95/US 1 Interchange	at US-1	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,050,000	2031-2035	\$ 4,200,000	TBD	TBD	2036-2040	\$ 28,000,000	8	COST FEASIBLE		
L	SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D					2031-2035	\$ 3,170,000	2036-2045	\$ 56,775,000	9	COST FEASIBLE		
M	I-95 Interchange (Farmton Interchange)	At Maytown Rd	Interchange / Intersection	Interchange Improvement	Developer Funded											COST FEASIBLE - DEVELOPER FUNDED

WORKING DRAFT

River to Sea TPO Connect 2045 Other Arterial - Local Roadways Cost Feasible Plan														
CFP ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		LOPP Rank	Funding Status
					Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	Time	PDV Cost		
E	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	COMPLETE	\$ -	COMPLETE	\$ -	COMPLETE	\$ -	2031-2035	\$ 18,650,000	3	COST FEASIBLE
F	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	COMPLETE	\$ -	COMPLETE	\$ -	COMPLETE	\$ -	2036-2045	\$ 17,450,000	3	COST FEASIBLE
K	Old Kings Road Extension Roadway (Phase II)	Matanzas Woods Pkwy	Old Kings Rd	00-2U	COMPLETE	\$ -	COMPLETE	\$ -	COMPLETE	\$ -	2036-2045	\$ 7,381,000	6	COST FEASIBLE
L	Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U	COMPLETE	\$ -	COMPLETE	\$ -	COMPLETE	\$ -	2036-2045	\$ 6,241,614	7	PARTIALLY FUNDED ¹

¹ \$6,241,614 identified for construction, leaving an additional \$3,438,386 to be funded for full funding.

CFP = Cost Feasible Plan; Imprv = Improvement; PDV = Present Day Value; LOPP = List of Priority Projects; U = Undivided; D = Divided

River to Sea TPO Connect 2045 Other Arterials - State Highway System (SHS)
Tentative Cost Feasible Plan

CFP ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		LOPP Rank	Funding Status		
					Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	Time	PDV Cost				
A	US-1	At Park Ave		Intersection	2020-2025	\$ 372,000	2025	\$350,000	2025	\$ 2,800,000	2025-2030	\$ 3,500,000	1	COST FEASIBLE		
C	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	Corridor Improvement*	COMPLETE	\$ -	COMPLETE	\$0	2025-2030	\$ 31,900,000	2025-2030	\$ 32,000,000	2	COST FEASIBLE		
D	SR 44	Grand Ave	SR 15A	2U-4D	COMPLETE	\$ -	COMPLETE	\$0	2025	\$ 1,740,000	2025-2030	\$ 17,360,000	4	COST FEASIBLE		
B	US-92	I-4 EB Ramp	CR 415 (Tomoka Farms Rd.)	4D-6D	COMPLETE	\$ -	COMPLETE	\$0	2020-2025	\$ 8,870,200	2031-2035	\$ 37,500,000	5	COST FEASIBLE		
Q	Tomoka River Bridge (LPGA Blvd)	W of Champions Dr	E of Tomoka Farms Rd	Bridge (to match interchange configuration)	Anticipated SIS Funding										PARTIALLY FUNDED	
H	US 17/92	SR 472	SR 15A (Taylor Rd)	6D-6D (ITS)	COMPLETE	\$ -	COMPLETE	\$ -	2031-2035	\$ 3,000,000	2031-2035	\$ 27,000,000	9	COST FEASIBLE		
N	SR 44	I-4	Prevatt Ave.	4D-6D	2031-2035	\$ 179,001	2031-2035	\$ 358,002	2031-2035	\$ 2,864,017	2031-2035	\$ 3,580,021		COST FEASIBLE		
O	US-1	Nova Rd. (N)	I-95	4D-6D	2031-2035	\$ 931,446	2031-2035	\$ 1,862,891	2031-2035	\$ 14,903,128	2036-2045	\$ 18,628,910		COST FEASIBLE		
R1 ³	SR 415 (Tomoka Farms Rd)	Acorn Lake Rd	Lake Ashby Rd	2U-4D	2031-2035	\$ 1,393,028	2031-2035	\$ 2,786,056	2031-2035	\$ 22,288,448	2036-2045	\$ 27,860,560		COST FEASIBLE		
R2 ³	SR 415 (Tomoka Farms Rd)	Lake Ashby Rd	SR 44	2U-4D	2031-2035	\$ 1,659,024	2031-2035	\$ 3,318,049	2036-2045	\$ 26,544,389	2036-2045	\$ 33,180,486		COST FEASIBLE		
S	SR 44	SR 415	Glencoe Rd.	4D-6D	2036-2045	\$ 1,467,336	2036-2045	\$ 2,934,673	2036-2045	\$ 23,477,383	2036-2045	\$ 29,346,729		COST FEASIBLE		
U	SR 44	Lake County	SR 15A	2U-4D	2036-2045	\$ 1,044,771	2036-2045	\$ 2,089,542	2036-2045	\$ 16,716,336	2036-2045	\$ 20,895,420		COST FEASIBLE		
(SIS E)	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Anticipated SIS Funding										SIS 2	COST FEASIBLE
G1	Local Initiatives 2025	N/A													COST FEASIBLE	
G2	Local Initiatives 2025-2030															
G3	Local Initiatives 2031-2035															
G4	Local Initiatives 2036-2045															
Z	SHS Operational Improvements	In lieu of additional capacity projects, funding is identified to support smaller-scale operational to maintain system performance.														COST FEASIBLE

* Clyde Morris Blvd improvements are currently in development. The costs associated with this project is consistent with a previous plan in which the roadway would be widened to six lanes.

² It is anticipated that the Tomoka River Bridge (LPGA Blvd) will be a SIS-funded project. \$ 3,000,000 is identified for funding 30% to show local commitment and priority. This project and additional associated cost is included in the SIS table.

³ SR 415 widening from Acorn Lake Rd to SR 44 is divided into two segments to facilitate optimal phase funding, reducing total cost.

⁴ SR 15 (US 17) is included in the SIS Cost Feasible Table. \$10,000,000 is identified for funding to show local commitment and priority for this project.