Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
June 10, 2020

Members Present:	Representing:
Doug Hall	Daytona Beach
Joan Sandler	DeBary
Ted Wendler	DeLand
Paul Eik, Chairperson	Flagler Beach
Larry Coletti, Vice Chairperson	Flagler County
Nic Mostert	New Smyrna Beach
Bob Storke	Orange City
Gayle Belin	Ormond Beach
Andrew Dodzik	Palm Coast Alternate
Nancy Burgess-Hall	Volusia County, District 2
Chris Daun	Volusia County, District 2 Alternate
Jessica Realin	Volusia County, District 3
Roy Walters	Volusia County At-Large
Jason Aufdenberg	Volusia County At-Large Alternate

Non-Voting Technical Appointees Present:	Representing:
Stephanie Moss	FDOT
Gwen Perney	Port Orange
Terri Bergeron	Volusia County
John Cotton	Votran

Members/Technical Appointees Absent:	Representing:
Heidi Petito	Flagler County Public Transportation
Wendy Hickey (excused)	Flagler County
Ned Wolfarth	Holly Hill
Jeff Martindale	Port Orange
Christy Gillis (excused)	South Daytona
Patrick McCallister	Volusia County, District 1
Rob Brinson	Volusia County School Board

Others Present:	Representing:
Debbie Stewart, Recording Secretary	TPO Staff
Pam Blankenship	TPO Staff
Stephan Harris	TPO Staff
Colleen Nicoulin	TPO Staff
Lois Bollenback	TPO Staff
Vickie Wyche	FDOT
Judy Pizzo	FDOT
Doug Robinson	Kimley-Horn & Associates
Marc Ispass	Kimley-Horn & Associates
Melissa Winsett	Volusia County

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 2:02 p.m. by Chairperson Paul Eik. 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. The Pledge of Allegiance was given.

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Approval of May 13, 2020 BPAC Meeting Minutes

MOTION: ***A motion was made by Mr. Storke to approve the May 13, 2020 BPAC meeting minutes. The motion was seconded by Mr. Dodzik. The motion carried unanimously.***

B. Nomination and Election of BPAC Chairperson for FY 2020/21

MOTION: ***A motion was made by Mr. Mostert to nominate Mr. Paul Eik as BPAC Chairperson for FY 2020/21. The motion was seconded by Ms. Burgess-Hall and carried unanimously.***

MOTION: ***A motion was made by Ms. Belin to re-elect Mr. Paul Eik as BPAC Chairperson for FY 2020/21. The motion was seconded by Mr. Coletti and carried unanimously.***

C. Nomination and Election of BPAC Vice Chairperson for FY 2020/21

MOTION: ***A motion was made by Ms. Belin to nominate Mr. Larry Coletti as BPAC Vice Chairperson for FY 2020/21. The motion was seconded by Mr. Storke and carried unanimously.***

MOTION: ***A motion was made by Mr. Mostert to re-elect Mr. Larry Coletti as BPAC Vice Chairperson for FY 2020/21. The motion was seconded by Ms. Belin and carried unanimously.***

D. Review and Recommend Approval of Draft List of Prioritized Bicycle/Pedestrian and B/P Local Initiatives Projects

(Handout)

Mr. Harris reviewed the changes to the draft list of prioritized Bicycle/Pedestrian and B/P Local Initiatives projects that were made since it was presented last month. The changes included comments that have been added and the fully funded projects have been grouped together at the top of the list.

Mr. Aufdenberg referred to the Tier A list of projects and the Navy Canal Trail; a note is added that additional funding has been requested. He asked if that is true.

Mr. Harris replied a formal request from the city has not been made; however, the city did request additional funding via an email which is not a formal request. A formal request was made for additional funding for the Beville Road Shared Used Path; a formal letter and form providing justification were submitted. That has not been done for the Navy Canal Trail; that project is underfunded and the comment may be removed.

Mr. Aufdenberg referred to the Barracuda Boulevard Bridge and the Fifth Street Bridge projects and stated both projects are also on the Traffic Operations list; he would like to make a motion to strike those projects from the Bicycle/Pedestrian and B/P Local Initiatives Lists.

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MOTION: ***A motion was made by Mr. Aufdenberg to recommend the removal of the Barracuda Bridge and Fifth Street Bridge projects from the draft list of prioritized bicycle/pedestrian and B/P Local Initiatives projects. The motion was seconded by Mr. Wendler.***

Chairperson Eik stated he does not think the committee is ready to entertain a motion such as that right now; perhaps after everyone has had the opportunity to make comments. He suggested Mr. Aufdenberg include that request as part of the motion to recommend approval of the list of prioritized Bicycle/Pedestrian and B/P Local Initiatives projects.

Mr. Harris explained those bridge projects are on both the Bicycle/Pedestrian and the Traffic Operations/Safety priority lists. The benefit of being on both lists is the portion of the project that is bicycle/pedestrian can be programmed with bicycle/pedestrian funds and the roadway improvements can be programmed with Traffic Operations/Safety funds. The TPO had two bridge projects several years ago that were only on the bicycle/pedestrian list and so all the funding came from the bicycle/pedestrian set aside funds; it is different this time.

Mr. Aufdenberg commented that these bridge project applications came in the last annual Call for Projects and are already in the Work Program. Initially, the BPAC Project Review Subcommittee was not even going to review them because only a small section is bicycle/pedestrian related. Since the projects were already in the Work Program, they automatically were put on Tier A and leapfrogged other projects. He appreciates that this allows the TPO flexibility but his concern is if only 1% of the project is bicycle/pedestrian, that bicycle/pedestrian fund will be used to build the bridges.

Mr. Harris replied the TPO will work with FDOT and the project sponsor and explained only the portion of funds needed for the bicycle/pedestrian component of the project will be used; the same goes for the Traffic Operations part of the project where roadway improvements will be funded only with Traffic Operations funds.

Mr. Aufdenberg asked if the true cost of the bicycle/pedestrian component will be shown; it currently is "to be determined".

Mr. Harris replied yes; however, it may not be the entire amount because some has already been programmed. The cost shown will be the difference between what is programmed and what is needed to complete the project and will not be an exorbitant amount.

Ms. Bollenback stated when mixed use projects are pulled apart it allows the TPO to combine funding for projects with mixed use elements. It is not the intent to fund a bridge project from one category when it may be more appropriate to fund from another category. She suggested an amendment to the motion could be made that the comments column reflect funding is limited to the amount needed for the bicycle/pedestrian component. This will make it clear to FDOT that the intent of the BPAC is to limit funding to only the BPAC element and to look elsewhere for the remainder of the funding.

Mr. Mostert asked if the Barracuda Boulevard Bridge is a bridge to an island with a private residential area and the New Smyrna Beach Yacht Club.

Mr. Harris replied that is the case with the Fifth Street Bridge; it is a bridge to the New Smyrna Beach Yacht Club and private residences. The bridge is a public roadway and is eligible for federal funding.

Ms. Belin added the Barracuda Boulevard Bridge also goes to the Marine Discovery Center which was formed with ECHO funds; it gets a lot of traffic from vehicles, pedestrians and bicyclists.

Mr. Daun referred to the SR A1A safety improvements and the midblock crossings being installed in Ormond Beach; Volusia County has been building new public parking lots on the west side of SR A1A for beach access and asked if those midblock crossings would include those parking lots.

Mr. Harris replied no; the midblock crossings will be located near the parking areas but the parking lots are not part of the project.

Chairperson Eik commented the committee has the answers it needs and asked Mr. Harris for Ms. Bollenback's suggestion of an amendment to be included in the motion.

Mr. Harris replied the amendment is to add the amount needed to fully fund the construction of the bicycle/pedestrian elements of the Barracuda Boulevard Bridge and Fifth Street Bridge to the comments.

MOTION: ***A motion was made by Mr. Hall to recommend approval of draft list of prioritized Bicycle/Pedestrian and B/P Local Initiatives projects as amended to include the amounts to fully fund the bicycle/pedestrian elements for the Barracuda Boulevard Bridge and Fifth Street Bridge. The motion was seconded by Mr. Coletti and carried unanimously.***

E. Review and Recommend Approval of Draft List of Shared Use Non-Motorized (SUN) Trail Projects

(Handout)

Mr. Harris reviewed the changes made to the draft list of Shared Use Non-Motorized (SUN) Trail projects since presented last month. The most significant change is the addition of a Tier B list to capture projects that have dropped out of the SUN Trail Work Program; there are three. The US 17 Trail was deferred to FY 2029/30 and has dropped out of the Work Program but it remains a TPO priority. The second project is the New Smyrna Beach Trail gap, specifically in the greater New Smyrna Beach area that was designated as a no-build in the PD&E study that was recently completed. The city of New Smyrna Beach is still interested in funding a second study to determine an alternative alignment; it is still a TPO priority. The third project is the Ormond Beach SR 40 gap; the PD&E study has been completed and is waiting on funding for the design phase.

Mr. Daun stated he is concerned about the park that recently opened in Port Orange adjacent to the Dunlawton Avenue Bridge and the crossing at US 1. He has almost hit bicyclists that stop in the median to cross the road. He asked if there are any safety improvements planned for bicyclists and pedestrians coming from Riverfront Park; he had heard discussion regarding a pedestrian bridge there. He is concerned because there is nothing on the list.

Mr. Harris replied he is not aware of any specific safety improvements being proposed for that crossing; he knows it is an area of concern but there is no news.

Ms. Perney confirmed there is no information regarding a safety project at that location; if people need to cross they can go to the traffic signal to cross.

Mr. Aufdenberg commented he does believe the current trail alignment through Port Orange includes that section; new projects added to the list are west of there. He is not sure if it is relevant to the SUN Trail program.

MOTION: ***A motion was made by Mr. Storke to recommend approval of the draft list of Shared Use Non-Motorized (SUN) Trail projects. The motion was seconded by Mr. Mostert and carried unanimously.***

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

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

Mr. Aufdenberg noted there is a typographical error on page 11 of the document; it has "at Votran" listed twice.

Ms. Blankenship replied she will correct that error.

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

G. 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 previous list with regards to the needs assessment to identify projects that will move into the Cost Feasible project list. The list of projects represents only a portion of the overall 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. She reviewed the projects and the recommendations from the 2045 LRTP Subcommittee; they felt the Tomoka River Bridge was the highest priority as well as interchange improvements at I-95 and Mantanzas Woods and SR 44. She explained the ranking and the revenue projections to fund projects on the list. The recommendation was made by the CAC, TCC and TPO Board to flex the maximum 10% of other arterial state roads funding and allocate it for local road projects. She continued to review the protected and new projects as well as funding. Additional public outreach and Environment Justice workshops will be held in July and an updated draft list will be presented in August. The 2045 LRTP will be presented for adoption in September.

Mr. Aufdenberg asked if corridor improvements such as SR 5A would include connectivity of bike lanes; if it would be a local initiatives project.

Ms. Nicoulin replied yes; local initiatives projects on state roads.

Ms. Bollenback recognized several BPAC members that are participating on the 2045 LRTP Subcommittee and thanked them for their work. It takes a tremendous amount of effort to create these lists and she appreciates the work from the 2045 LRTP Subcommittee.

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

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

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; the link to the new TIP has been updated with project descriptions and mapping.

Mr. Aufdenberg referred to page 38 of the document and the SR A1A trail in Flagler Beach and asked if there was a conflict because it is not on the SUN Trail list.

Ms. Nicoulin replied she would look into it.

Mr. Aufdenberg added it has funding for 2020/21 but was scratched off the other list.

Ms. Nicoulin replied she would confirm that with Mr. Harris and FDOT.

Mr. Aufdenberg commented that page 3 of the draft TIP states Mr. Storke is still the BPAC Chairperson and it should be updated to reflect Mr. Eik as the current BPAC Chairperson.

Ms. Nicoulin agreed and stated she will make that change.

Mr. Daun asked what pots of money include funding for safety initiatives.

Ms. Nicoulin replied the TIP will include all federal and state funding sources for projects in the TPO's planning area.

Mr. Daun referred to the high number of pedestrian fatalities in the area and asked if it includes funding for the Community Traffic Safety Teams (CTST).

Ms. Bollenback replied FDOT has a program for funding safety projects which funds projects through the CTSTs. There are a variety of programs that help fund safety projects such as Safe Routes to Schools. Mr. Harris can provide him with a complete list.

Mr. Daun asked if these other funding sources become part of the TIP or if they are separate.

Ms. Bollenback replied all state and federal funding for this planning area is reflected in the TIP as well as local funding if the project is considered regionally significant. Any safety related project funded by the state should be reflected in the TIP. The fund codes included in the TIP reflect safety projects and projects through the CTST.

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

I. <u>Review and Recommend Approval of a Request from Daytona Beach to Extend the Western Project Terminus and Increase Funding for the Beville Road (SR 400) Shared Use Path</u>

Mr. Harris stated the city of Daytona Beach is requesting an extension of the western project terminus of the Beville Road (SR 400) shared use path from Williamson Boulevard to Andros Isle Boulevard. They are also requesting additional funding for construction and construction, engineering and inspection (CEI) services. The city's letter of request and completed formal request for funding are included in the agenda. The project was submitted to the TPO in 2015 and the original project limits were from Williamson Boulevard to Clyde Morris Boulevard. The original amount requested was approximately $960,000 which is the amount programmed; it remains in the Work Program. The city has been working on the design in-house and has designed it so it would extend past Williamson Boulevard; one block west to Andros Isle Boulevard. TPO Resolution 2019-04 defines a cost overrun as an increase in the amount of the cost of any programmed project phase due to a change in scope or that could reasonably been foreseen. By extending the limits the project will obviously cost more to construct so this is a cost overrun. The resolution also reaffirms the TPO policy that any cost overrun encountered on a project funded with federal or state funds will be the responsibility of the project originator. Although this project is on Beville Road (SR 400) which is a state road, the city of Daytona Beach is the project manager of record. Currently programmed in the Work Program for the next fiscal year is $961,000; actual construction and CEI cost with the extended project limits is $1.45 million. The amount of additional funding is $488,331. This is a two-part request; to approve the extended limits and to approve the additional funding.

Mr. Mostert asked if there was any reason the TPO policy for cost overruns to be absorbed by the project sponsor to not apply here.

Mr. Harris replied that is for the BPAC to decide.

Chairperson Eik asked for if the TPO is asking for a single action or two separate actions; to approve the extension of the western project terminus on a project already approved.

Mr. Harris replied the city's request is to extend the project limits and for additional funding. It is up to the BPAC to do that in one motion or two; it is a two-part request. If the BPAC chooses to approve the extension the project will be underfunded.

Chairperson Eik stated this is a project that has been funded and the city wants to extend the project limits from what was initially submitted.

Mr. Harris replied correct; the project has already been extended in the design work. It is not scheduled for construction until next year but the design, which is essentially complete, has the project going from Andros Isle Boulevard to Clyde Morris Boulevard.

Ms. Belin commented she read the letter from the city and understands the design is complete but she does not understand why they are coming back if they know the overrun is their responsibility; she asked if the BPAC votes this down what will to happen to the project.

Mr. Harris replied if it is voted down, additional funds would not come from the TPO but would need to come from another source; the city of Daytona Beach could pursue a grant.

Mr. Daun asked about Community Development Block Grant (CDBG) funds.

Mr. Harris replied that could be an option.

Ms. Burgess-Hall asked if there was a bicycle path on Williamson Boulevard, south of Beville Road.

Mr. Harris no; this project is meant to be the bicycle path and will be on the south side of Beville Road.

Discussion continued.

Mr. Daun commented Williamson Boulevard was on the list of priority projects that was just reviewed for a widening from two lanes to four lanes from Beville Road south to Summer Trees Road which should include money for sidewalks, lighting, etc. He asked if there is cost per foot or mile standard for sidewalks and trails to use for a reference for the parameters of the cost.

Mr. Harris replied the cost estimates associated with specific projects are used.

Mr. Daun commented it would be a guideline for committee members when reviewing projects if we developed a standard.

Mr. Storke asked if this development was planned at the time this trail was proposed in 2015.

Mr. Harris replied he believes so.

Mr. Storke commented he did not see where the city would contribute any additional monies for their 10% local match even if the request is approved.

Mr. Harris replied the city will be responsible for 10% of the programmed amount whether it is the current programmed amount or a higher amount should the BPAC and TPO Board approve it.

Chairperson Eik temporarily left the meeting; Vice Chairperson Coletti took over.

Discussion continued.

Ms. Bollenback stated the TPO wants to build good projects and sometimes things change and we need to be flexible. At some point during the construction of the I-4 interchange, FDOT and the city thought it would be a good idea to extend the trail which is how we like to see government function; communicating with each other, combining projects etc. The problem is additional funds are required to make this change; no one came to the TPO to ask if we would be on board and if funding was available. The change was designed and now they are asking for funding but there is no funding available. Without the opportunity for the TPO to decide whether or not it could support this a commitment was made. This was not based on a hardship but on a decision; it is a good idea but the decision was made without TPO input. Had they come to the TPO before the decision was made this could have been a more informed discussion; as it stands, it does not conform to TPO policy.

Ms. Burgess-Hall agreed that this should have been requested when it was initially discussed. There will be access to the apartments from Williamson Boulevard in the future.

MOTION: ***A motion was made by Mr. Daun to recommend approval of a request from Daytona Beach to extend the western project terminus for the Beville Road (SR 400) shared use path. The motion was seconded by Mr. Storke.***

Mr. Mostert asked if there will be another motion for additional funding.

Mr. Daun replied yes.

Ms. Belin asked if the BPAC votes to approve the extension does that mean we are also approving the funding.

Mr. Mostert noted the action item as written is to combine the approval of the extension with the additional funding. The BPAC should address one motion to approve the extension and one motion to fund it.

Mr. Dodzik commented he does not see a good reason to make two motions; it should be all or nothing.

Mr. Daun replied he understood that the BPAC could combine the requests as one motion or divide it into two motions. Approving the extension is acknowledging the change from its original description; however, the city would have to come up with a different solution for funding. There are other pots of money the city has access to. The TPO does not have the money so it should be the city's responsibility. This would allow them to proceed with the project and pursue the funds as well.

Ms. Bollenback agreed; one question is if the BPAC supports the extension and the second question is who will pay for it? The BPAC can decide the TPO should pay or the city will have to find the funding to support it.

Mr. Mostert stated the action item reads to approve the extension and additional funding; that is what is on the table and what the BPAC should be voting on.

Ms. Bollenback replied the BPAC is able to make amendments; that was the recommended motion as a whole but the BPAC can take it in two parts.

The motion was withdrawn by Mr. Daun.

MOTION: ***A motion was made by Mr. Daun to recommend approval of a request from Daytona Beach to extend the western project terminus and additional funding for the Beville Road (SR 400) shared use path. The motion was seconded by Mr. Storke. The motion failed with all opposing.***

Chairperson Eik returned to the meeting.

MOTION: ***A motion was made by Mr. Daun to recommend approval of a request from Daytona Beach to extend the western project terminus for the Beville Road (SR 400) shared use path. The motion was seconded by Mr. Mostert and carried unanimously.***

MOTION: ***A motion was made by Mr. Daun to recommend approval of a request for additional funding from Daytona Beach for the Beville Road (SR 400) shared use path. The motion was seconded by Ms. Burgess-Hall.***

Mr. Walters asked why the BPAC is approving this if the funding is not available.
Ms. Bollenback replied she does not think another action is necessary; the action to not fund the request with TPO funds has been made and a show of support for the extension has been expressed.
Ms. Burgess-Hall withdrew her second to the motion.

Mr. Daun stated he was not sure why the BPAC was not voting on the funding request.

Mr. Storke replied they already voted in the negative on that action; the action did not allow the additional funding. The second motion shows support of the extension and another motion is not needed.

Mr. Daun withdrew his motion.

J. Cancellation of the July 8, 2020 BPAC Meeting

MOTION: ***A motion was made by Mr. Mostert to cancel the July 8, 2020 BPAC meeting. The motion was seconded by Mr. Hall and carried unanimously.***

Chairperson Eik asked if the BPAC would be ready in August to go back to face-to-face meetings or if it would continue with the virtual platform.

Ms. Bollenback replied it remains to be determined. The Governor's executive order that allows the TPO to meet virtually expires July 6, 2020. It has not been decided if he will extend that executive order which would have to occur to allow us to continue to meet remotely. The TPO Board discussed exploring remote attendance in some way in the future; not on a regular basis but to supplement what we do.

IV. Presentation and Discussion Items

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

(Handout)

Ms. Nicoulin stated the cost feasible list of projects was presented earlier in the meeting; another component of the development of the 2045 Long Range Transportation Plan (LRTP) is the development and analysis of alternative scenarios. There are three scenarios being worked on; technology, resiliency and funding. The purpose of these scenarios is to look at the plan as it is being developed relative to these different topics and how these topics could potentially influence the plans. She reviewed the technology scenario and stated the TPO has been conducting studies on technology and its impact on the transportation planning area. She reviewed the studies the TPO has recently completed. FDOT also has the Central Florida Regional Planning Model (CFRPM) which is a model used to help forecast transportation demand in the future. This year, a technology element was built into it. Using the previous studies and information from FDOT they were able to identify potential corridors for future infrastructure technology improvements. This information was presented to the 2045 LRTP Subcommittee and they recommended a box of funds be set aside for technology projects for local initiatives for state roads. They also recommended establishing a technology working group to provide guidance for the approach of future technology investments and potential pilot projects.

Ms. Nicoulin reviewed the resiliency scenario and noted the TPO adopted a Sea Level Rise Planning Policy statement last month. The TPO has done a lot of work in the area of resiliency; three different resiliency studies have been completed in 2016, 2017, and 2018. The resiliency scenario for the 2045 LRTP looked at the effects resiliency had on the roads identified in the needs assessment; potential vulnerable roadway projects were identified. These are not necessarily roads that moved into the cost feasible list of projects. It is important to point out that part of the subcommittee discussion is that as part of the 2045 LRTP and narrative of the resiliency scenario, they will be looking at potential impacts to the overall transportation system and roadways that may not have been identified in the needs assessment. Another recommended step is to develop a potential strategy for future incorporation of resiliency data into the long range planning with TPO Board direction.

Ms. Nicoulin reviewed the funding scenario and stated it looks at what happens if we do not receive as much money as projected in the revenue forecast. When the revenue forecast was presented earlier this year, many people agreed it was very generous and was higher than the current 2040 LRTP so a low scenario was looked at. The baseline scenario for the 2045 LRTP Cost Feasible Plan; the dollar amount of the revenue projections identified in the 2045 LRTP update. That was scaled down for a low scenario which was based off the money available in the 2040 LRTP. The shortfalls could come from a number of factors; there has been reduced revenues for fuel tax with so many driving less due to stay-at-home orders. On the other end, the high scenario looks at what the plan could potentially look like with additional funding. It takes the baseline and identifies potential new funding sources; it could be an increase in state funding, fuel tax revenues or the identification of a different type of funding source. She reviewed the table of local and state road projects that have been

identified from the cost feasible list of projects and which could potentially be funded. All three scenarios are being presented for discussion and to gather feedback.

Mr. Mostert referred to the bed tax for motels and suggested a similar funding source.

Mr. Aufdenberg asked if any micro-mobility aspects are included in the technology scenario such as electric skateboards and bicycles. The question is not whether they exist but how much they are used and if there will be a mode shift if facilities are built for them. He asked if that folds into the LRTP.

Ms. Nicoulin replied that is something the TPO is exploring through the Technology Transition Plan which is currently being conducted. There a number of different pilot programs that have been identified; the projects can be identified as technology projects. There has been discussion on how to incorporate those particular type of technologies into the current environment with regards to transportation.

Ms. Bollenback replied they will be included but right now there is not much technical data to lean on; however, there is an increase in Uber, Lyft and other micro-mobility devices being used. There is not a lot of science to influence modeling yet but it has been discussed. The TPO tries to influence changes and new thinking as we build projects because we are building for the future; the question is how to do that. The TPO is trying to bring conversations and get people thinking about them but it has not factored into the modeling yet. She referred to Mr. Mostert's comment regarding the bed tax and other funding sources and stated it is specific on how what it is spent on. She noted the Tourism and Lodging Association recently released statistics and hotel occupancy in April was only at 14%. That is detrimental to hoteliers and is evident of the limited tourism in the state which will filter down to sales tax revenue and fees collected at airports; the ripple effect could be dramatic.

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

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" Survey 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.

V. Staff Comments

→ Update on SU Funding/Work Program

Mr. Harris showed a Transportation Improvement Program (TIP) sheet that lists the federal funds available to program bicycle and pedestrian projects over the next five years. The Transportation Alternative federal funds total $1.7 million for the five-year period; there is a lesser amount for FY 2020/21 that begins on July 1, 2020 because some monies have already been programmed on specific projects. The SU funds total just over $3

million for the five-year period; the TPO normally receives approximately $1.5 million per year. There is a lesser amount in years 2020/21, 2021/22 and 2022/23 because part of those funds have been programmed on specific projects as well. The $1.5 million of SU funds represents the 30% of the total amount the TPO receives each year that is set aside for bicycle and pedestrian projects.

VI. Information Items

→ BPAC Attendance Record
→ May Outreach and Activities
→ TPO Board Meeting Report
→ 2045 LRTP Subcommittee Report

VII. BPAC Member Comments

Mr. Aufdenberg announced the Sweetheart Trail, which is part of the St. John's River to Sea Loop, is being shut down including the path under the International Speedway Boulevard Bridge as Riverfront Park is renovated. He sent an email to the city asking for a sign to be placed stating that the trail is closed. The trail on South Beach Street in Daytona Beach is actively being constructed and the sewage system is being replaced.

Ms. Burgess-Hall stated she hopes when the TPO returns to face-to-face meetings that consideration is given for the option to attend virtually. Due to health concerns, she should not be out in the public until there is a vaccine.

Chairperson Eik replied that will depend on the instructions being given by the state due to COVID-19.

Mr. Mostert commented he would like staff to look into changing the action item for a vote as there was some confusion earlier.

Mr. Walters commented there is an upcoming challenge coming to our trails; trails to the east are beginning to see construction and new developments being built such as Poinsettia Park that will have 13 houses on the other side of the trail. They want to put a road through the trail. He has had the opportunity to ride the Pinellas Trail which has road cuts throughout it and it is not fun. He has contacted the county regarding this and they have not yet responded. There needs to be a policy on how people are allowed to cut through a trail.

Mr. Cotton announced Votran's new Route 11B, providing service to the Tanger Outlet/Tomoka Town Center, will begin on June 28, 2020; it will be daytime service only until retail hours are back to normal then they will activate the nighttime service. The daytime service will operate from 7:00 am to 7:00 pm.

VIII. Adjournment

The BPAC meeting adjourned at 5:06 p.m.

River to Sea Transportation Planning Organization

Mr. Paul Eik, Chairperson
Bicycle/Pedestrian Advisory Committee (BPAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the June 10, 2020 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 12th day of August 2020.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization

CONNECT2045 YOUR COMMUNITY TRANSPORTATION PLAN

Connect 2045 Resiliency Scenario

Background

Resiliency reflects the ability to anticipate, prepare for, and adjust to changing conditions, and recover rapidly after disruptive events such as flooding, hurricane damage, or major traffic incidents. It is important for the transportation system to be resilient in the face of these disruptions to ensure reliable movement of people and goods.

To understand the potential vulnerability of transportation infrastructure to disruptive events and changes, the TPO has participated in assessments of sea level rise (SLR) and 100-year storm surge within the planning area. These studies (*Sea Level Rise Vulnerability Assessment - 2016*, *Resilient Volusia - 2017* and *Resilient Flagler - 2018*) have provided useful data to inform planning decisions regarding the impact of SLR and 100-yr storm surge in the future. Florida DOT has also completed a *Risk Assessment on SIS Corridors – 2018* to evaluate the vulnerability of Strategic Intermodal System (SIS) facilities related to hurricane storm surge. For a complete list of vulnerable transportation infrastructure facilities, please refer to each report.

Approach

For this evaluation, the *Regional Resiliency Action Plan (RRAP)*, coordinated by the East Central Florida Regional Planning Council (ECFRPC), recommends that the US Army Corps of Engineers (USACE) 2013 High Scenario and the National Oceanic and Atmospheric Administration (NOAA) 2017 High Scenario be used as the lower and upper boundaries, respectively, to evaluate potentially vulnerable areas and/or facilities (Figure 1). The goal of the RRAP, in which the TPO is a partner, is to increase the ability of local and regional stakeholders to implement resiliency and climate adaptation strategies. The plan is guided by a cross-disciplined steering committee, extensive stakeholder engagement and best practice research.

Figure 1. Sea Level Rise Projections

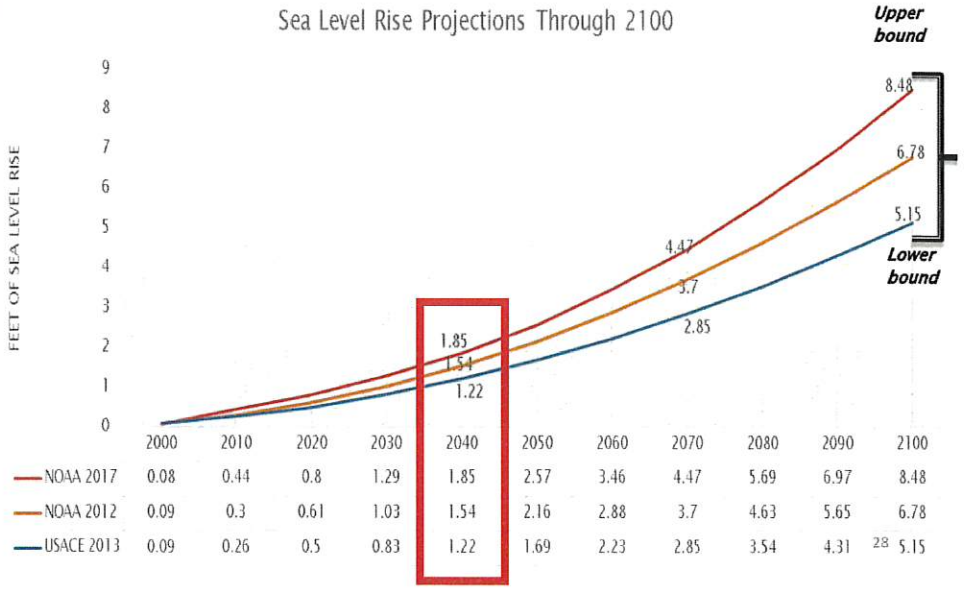

Chart source: East Central Florida Regional Planning Council

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The USACE 2013 data, which was also used for the previously approved TPO studies, is available for the full TPO planning area and was used for this evaluation.

The NOAA 2017 data is available for Volusia County through the ECFRPC and was used for this evaluation. The Northeast Florida Regional Council has not yet completed similar data for its planning area so this data is not available for Flagler County.

Therefore, only the lower SLR boundary (USACE 2013) was used for Flagler, while both lower and upper boundaries (USACE 2013 and NOAA 2017) were used for Volusia. The horizon year used in all cases was 2040 because it is the furthest data year within the LRTP horizon. Table 1 provides the estimated change in sea level rise relative to a baseline year of 2000.

Table 1. Estimated Sea Level Rise

Sea Level Rise Scenario Data	Horizon Year	Estimated Feet of Sea Level Rise Relative to Baseline Year (2000)
USACE 2013 (lower boundary)	2040	1.13 feet
NOAA 2017 (upper boundary)	2040	1.77 feet

Identification of Potentially Vulnerable Roadway Projects

The analysis compared the inundation area(s) of sea level rise scenarios with the projects identified through the Connect 2045 Needs Assessment. The result of this analysis a set of potentially vulnerable projects that are identified for improvement or development (see Table 2 and Maps A1-A3). *It is important to note that the intersection of an inundation area and an identified needs project does not definitively imply that a given road would be under water.* The impact on travel lanes will be determined by the height of the roadway in the impact location. Nonetheless, even where roadway travel lanes are unaffected, the road structure, bridge facility and/or right of way would be subject to a sustained increase in water levels. All of the above will have implications for the design and engineering of specific improvements or facilities which would be determined at the project development level, and not during this high-level planning evaluation.

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Table 2. Potentially Vulnerable Roadway Projects from Connect 2045 Needs Assessment				
Project ID	**Project Name**	**NOAA 2017**	**USACE 2013**	**Location**
Strategic Intermodal System (SIS) Roadways				
1	I-4 (Seminole C/L to SR 472)	X	X	Lake Monroe/St. Johns River
6	SR 40 (Breakaway Trails to Williamson Blvd)	X	X	Tomoka River
19	I-95 (SR 400 to Old Dixie Highway)	X	X	Tomoka River
Other Arterial Roadways				
42	SR 415 (Seminole C/L to Howland Dr)	X	X	St. Johns River
47	US 1 (Nova Rd. to I-95)	X	X	Tomoka River Dodson Creek
Non-State Major Roadways				
70	Hand Ave Extension (Williamson Blvd to Tymber Creek Rd Ext)	X	X	Tomoka River

Consideration of Other Relevant Studies

- The *Resilient Volusia – 2017* and *Resilient Flagler – 2018* studies identified corridors as vulnerable to coastal flooding from 100-year storm influenced by sea level rise. *[more information about these studies will be added]* The following projects identified in Table 2 coincide with potentially vulnerable corridor segments identified in those studies:
  - Project 6 – SR 40
  - Project 19 – I-95
  - Project 47 – US 1
- FDOT's *Risk Assessment on SIS Corridors – 2018* was conducted to evaluate Strategic Intermodal System (SIS) facilities at risk during Category 1, Category 3 and Category 5 hurricanes. *[more information about this study will be added]* The following projects identified in Table 2 coincide with potentially vulnerable corridor segments or bridges identified in the FDOT study:
  - Project 1 – I-4
  - Project 6 – SR 40
  - Project 19 – I-95 (I-95 from SR 40 to US 1 is also identified as one of the Top 10 Impacted SIS Facilities during Category 1 Storm Surge)

Recommended Next Steps

Considerations discussed by the LRTP Subcommittee include:

- *Document this information in Connect 2045 and include the findings of past TPO studies that provide context regarding impacts to the overall transportation, not just identified needs projects*
- *Develop a potential strategy for future incorporation of resiliency data into long range planning that is coordinated with the Board's policy direction*

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Connect 2045 Technology/ACES Scenario

Background

Technology is transforming transportation in new ways and the pace of change is accelerating, so it is more important than ever to understand how emerging technologies will shape transportation in the TPO area. Recognizing the importance of preparing for this technological change, the River to Sea TPO (R2CTPO) has completed an *Intelligent Transportation Systems (ITS) Master Plan* and *Transportation Systems Management and Operations (TSM&O) Master Plan* that include and recommend technology-related strategies. In addition, the Federal Highway Administration (FHWA) defined six scenarios for automated, connected, electric and shared mobility (ACES) for planning purposes. These scenarios model possible transportation outcomes of emerging transportation technology, policy decisions, and changes in infrastructure:

- **Slow Roll**: Nothing beyond currently available technology and investments already in motion
- **Niche Service Growth**: Innovation proliferates, but only in special purpose zones identified for automated vehicle use
- **Ultimate Traveler Assist**: Connected Vehicle technology progresses rapidly, but AV stagnates
- **Managed Automated Lane Network**: Special lanes with Connected Vehicle/Automated Vehicle integration
- **Competing Fleets**: Automated TNC-like (Transportation Network Companies such as Uber, Lyft) service proliferate
- **Robo Transit**: On-demand shared services proliferate and integrate with other modes

FDOT developed guidance for TPO/MPO long range transportation plans recommending consideration of the FHWA scenarios. FDOT District 5 advanced this recommendation by creating ACES scenarios within the Central Florida Regional Planning Model version 7 (CFRPM) to reflect the six FHWA categories.

Approach

Because of the growing importance of technology and ACES to transportation, it is important that these issues become increasingly integrated into long range planning. As part of developing Connect 2045, R2CTPO has set the stage for this transition through the following steps:

1. Review of the ITS Master Plan and TSM&O Master Plan
2. Analysis of results of the ACES scenarios from FDOT (CFRPM v7)
3. Identification of corridors based upon the ITS/TSM&O Master Plans and results of the ACES scenarios
4. Prioritization of corridors as candidates for future technology investments and/or pilot projects

Identification and Prioritization

An evaluation was performed to identify and prioritize potential corridors for future infrastructure technology improvements. This evaluation was based on the River to Sea TPO TSM&O Master Plan Phase 2, successor to the TPO ITS Master Plan Phase 1, and the ACES Scenario of the CFRPM v7. The TSM&O Master Plan assessed the current state of intelligent transportation assets in the region and identified corridors recommended for deployment of fiber, closed-circuit cameras, and other technologies based on

need and access to existing networks, and to support corridor management and operation. It provided a thorough assessment of roadway characteristics that are also relevant to the deployment of ACES technologies, such as congestion, safety, and existing assets. The data, scoring system, and recommendations provided in that document were used extensively in this analysis. The CFRPM model output identified 2045 projected volume to capacity ratios (V/C) of the regional roadway system based on the Federal Highway Association's (FHWA) six scenarios of ACES technology integration (see attached CFRPM v7 (2045) ACES Scenarios map set).

This evaluation used the following criteria to identify and propose prioritization of corridors for further evaluation as potential areas to focus future technology investments and/or pursue pilot projects, if desired:

- Worst-case V/C from the CFRPM 2045 ACES scenarios that exceeds 0.9 V/C
- Corridor is a designated Strategic Intermodal System (SIS) facility
- Corridor is a designated evacuation route
- Fiber infrastructure is installed or available for extension within the corridor

Twenty-one corridor segments were identified for further review and prioritization based on the metrics listed above. The following contributing factors to the proposed prioritization process are provided for each corridor segment in the table below.

- **Roadway Classification** described the segment's role in providing transportation among population centers in the state, region, or urban area. Most notably, if a facility was designated SIS it was given increased priority as a vital link in statewide traffic.
- **Length** was considered as the centerline distance of the segment in miles and was used to determine the scale of the improvement effort required.
- **Volume** documented in the TSM&O Master Plan was used to quantify use or significance of corridors. This value was provided as Annual Average Daily Traffic (AADT).
- **PM Peak Volume-to-Capacity** was averaged along the corridor length for each of the six CFRPM 2045 scenarios. Generally, V/C was used to quantify need for additional improvements with CFRPM ACES scenarios.
- **Fiber Significance** was developed by overlaying the FDOT fiber network map available on cflsmartroads.com with each corridor to determine the relative presence or adjacency of fiber optic cable that could be used for ACES infrastructure improvements. This was cross referenced with documented existing conditions in the TSM&O Master Plan.
- **TSM&O Significance** indicated if the corridor segment was identified by the TSM&O Master Plan as a proposed improvement location to upgrade or add infrastructure.
- **Evacuation Routes** described the corridors designated as evacuation routes. Roadway that was designated as a primary evacuation route could be a higher priority for ACES technology to improve rapid movement of large volumes of traffic in emergency situations.

The following table includes each of the 21 corridors identified and the associated prioritization determined from this analysis. The resulting set was divided into three priority tiers that can generally be approached as near-term, mid-term and long-term needs respectively.

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Table: ACES Corridor Prioritization

Segment #	Segment Description	Roadway Classification	Length (mi)	Volume (AADT)	PM Volume/Capacity by CFRPM Scenario						Significance			Explanation
					1	2	3	4	5	6	Fiber	TSMO	Evacuation	
Priority 1 – Near-term														
1	US 92 from Indian Lake Rd to SR A1A	Regional	11.1	29400	0.97	0.97	0.86	0.98	1.02	0.92	Yes	Yes	Yes	Congested, high volume evacuation route with existing FOC
2	US 17/92 from Seminole County to Taylor Rd	SIS	11.4	28800	1.18	1.18	1.03	1.16	1.17	1.10	Yes	Yes	Yes	Congested, high volume SIS evacuation route with existing FOC
3	US 1 from N Nova to I-95	Regional	3.9	25800	1.24	1.24	1.09	1.17	1.23	1.15	Some	Yes	Yes	Highly congested, high volume evacuation route with adjacent FOC
4	SR 40 from S Tymber Creek Rd to SR A1A	SIS	6.2	30600	1.03	1.03	0.90	1.06	1.09	0.99	Some	Yes	Yes	High volume evacuation route with existing FOC and identified for TSM&O improvements
5	SR 44 from US 1 to S Atlantic Ave	Regional	2.2	22400	0.89	0.87	0.73	0.90	0.94	0.80	Yes	Yes	Yes	Evacuation route with existing FOC that connects key corridors
6	US 1 from SR 442 to Washington St.	Regional	4.0	25800	0.92	0.94	0.65	0.85	0.93	0.74	Some	Yes	Yes	High volume evacuation route with adjacent FOC and identified for TSM&O improvements
Priority 2 – Mid-term														
7	US 17/92 from Taylor Rd to Glenwood Rd	Regional	5.0	23700	0.96	0.95	0.82	0.91	0.97	0.88	Yes	Yes	Yes	Evacuation route with existing FOC and moderate congestion
8	CR 415 / Tomoka Farms Rd from SR 44 to Taylor Rd	Non-Regional	5.0	9400	1.41	1.43	1.35	1.41	1.54	1.46	No	Yes	Yes	Extremely congested evacuation route with adjacent FOC
9	SR 44 from I-4 to CR 415	Regional	10.2	18500	0.88	0.90	0.74	0.87	0.91	0.81	No	Yes	Yes	Evacuation route with adjacent FOC. Long corridor without severe congestion
10	SR 472 / Howland Blvd from Dr. Martin Luther King Beltway to Catalina Blvd	Non-Regional	2.7	30500	1.04	1.04	0.97	1.04	1.09	1.02	No	Yes	Yes	Congested, high volume evacuation route with adjacent FOC
11	SR 15 from Beresford Ave to US 92	SIS	2.8	24300	1.09	1.09	0.98	1.07	1.10	1.05	No	Yes	No	Congested SIS corridor with no existing FOC and identified for TSM&O improvements

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Segment #	Segment Description	Roadway Classification	Length (mi)	Volume (AADT)	PM Volume/Capacity by CFRPM Scenario						Significance			Explanation
					1	2	3	4	5	6	Fiber	TSMO	Evacuation	
12	Saxon from I-4 to Doyle Rd	Non-Regional	4.6	21200	0.99	0.96	0.77	0.91	0.96	0.86	No	Yes	No	Moderate congestion and volume connecting critical corridors, identified for TSM&O improvements
13	Saxon from US 17/92 to I-4	Non-Regional	1.9	31500	0.94	0.98	0.74	0.95	0.98	0.84	No	No	No	High volume with some congestion, connects critical corridors, not identified for TSM&O improvements and no existing FOC
14	Doyle Rd / Debary Ave from the I-4 WB ramps to SR 415	Non-Regional	8.5	17500	0.96	0.98	0.83	0.96	1.03	0.93	No	Yes	Yes	Congested evacuation route with no existing FOC, connecting significant corridors
15	LPGA from US 92 to N Clyde	Non-Regional	6.5	17700	1.17	1.18	1.05	1.20	1.24	1.16	Some	No	Yes	Heavily congested evacuation route, not identified for TSM&O improvements with existing FOC at east end
Priority 3 – Long-term														
16	Dirksen from US 17/92 to I-4	Non-Regional	2.0	12300	1.03	1.14	0.62	0.84	0.78	0.69	No	No	No	Connects critical corridors, not identified for TSM&O improvements and no FOC
17	SR 15 from US 17/92 to Beresford	Collector	2.9	2800	1.05	1.04	0.94	1.02	1.06	1.03	No	No	No	Congested and connects critical corridors, not identified for TSM&O improvements and no FOC
18	SR 15 from US 92 to US 17	SIS	2.3	12800	0.88	0.88	0.70	0.81	0.96	0.82	No	No	No	SIS and connects critical corridors, not identified for TSM&O improvements and no FOC
19	Howland Blvd from Catalina Blvd to SR 415	Non-Regional	7.1	17400	0.84	0.85	0.65	0.83	0.88	0.73	No	Yes	No	Identified for TSM&O improvements and moderately congested, no existing FOC
20	Tomoka Farms from Taylor Rd to US 92	Non-Regional	6.0	7700	1.14	1.15	0.97	1.10	1.21	1.05	No	No	Yes	Congested evacuation route, not identified for TSM&O improvements and no FOC
21	SR 415 from Seminole Co to SR 44	Regional	17.6	14000	1.15	1.17	1.02	1.13	1.13	1.06	No	No	Yes	Congested evacuation route, not identified for TSM&O improvements and no FOC

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Recommended Next Steps

Considerations discussed by the LRTP Subcommittee include:

- *Document this information in Connect 2045*
- *Recommend $40 million set-aside for local initiatives which could include technology projects identified in the ACES Corridor Prioritization*
- *Establish an ACES committee or working group to provide guidance regarding the approach to future technology investments and potential pilot projects*

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.

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WORKING DRAFT

River to Sea TPO 2045 Other Arterial Needs — Alternative Funding Scenarios - Local Roadways							Baseline	Low Scenario A	Low Scenario B	High Scenario		
ID	Jurisdiction	On Street	From Street	To Street	Improvement	Cost	Percent Funded	Percent Funded	Percent Funded	Percent Funded	2040 Status	Criteria Score**
E	Local	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	$ 18,650,000	100%	100%	100%	100%	COST FEASIBLE	N/A
F	Local	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	$ 17,450,000	100%	27%	27%	100%	COST FEASIBLE	N/A
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	10.0
L	Local	Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U	$ 9,680,000	64%	0%	0%	100%	COST FEASIBLE	10.0
Y	Local	Williamson Blvd	Summer Trees Rd	SR 400 (Beville Rd)	2LN - 4LN	$ 6,700,000	0%	0%	0%	100%	--	32.5
X	Local	Veterans Memorial Pkwy	Harley Strickland	Graves Ave	2LN - 4LN	$ 9,800,000	0%	0%	0%	100%	--	30.0
J	Local	Matanzas Woods Pkwy	SR 5 (US1)	I-95	2U-4D	$ 14,796,900	0%	0%	0%	100%	COST FEASIBLE	20.0
I	Local	LPGA Blvd	Nova Rd	US-1	2U-3D	$ 12,950,000	0%	0%	0%	100%	COST FEASIBLE	19.5
V	Local	Hand Ave	Clyde Morris Blvd	SR 5A (Nova Rd)	2LN - 4LN	$ 7,000,000	0%	0%	0%	100%	--	17.5
W	Local	Josephine St	Old Mission	Tatum	2LN - 4LN	$ 4,950,000	0%	0%	0%	100%	--	10.0
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

WORKING DRAFT

River to Sea TPO 2045 Other Arterial Needs — Alternative Funding Scenarios - State Highway System							Baseline	Low Scenario A	Low Scenario B	High Scenario		
ID	Jurisdiction	On Street	From Street	To Street	Improvement	Cost	Percent Funded	Percent Funded	Percent Funded	Percent Funded	2040 Status	Criteria Score**
A	SHS	US-1	At Park Ave	Intersection	Intersection Improvement	$ 6,300,000	100%	100%	100%	100%	COST FEASIBLE	N/A
B	SHS	US-92	I-4 EB RAMP	CR 415 (Tomoka Farms Rd.)	4D-6D	$ 32,000,000	100%	100%	100%	100%	COST FEASIBLE	N/A
C	SHS	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	4D-6D	$ 63,900,000	100%	100%	100%	100%	COST FEASIBLE	N/A
D	SHS	SR 44	Graves Ave	SR 15A	2U-4D	$ 19,100,000	100%	100%	100%	100%	COST FEASIBLE	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%	--	34.5
G	SHS	Local Initiatives	N/A	N/A	N/A	$ 40,000,000	100%	100%	100%	100%	COST FEASIBLE	N/A
H	SHS	US 17/92	SR 472	SR 15A (Taylor Rd)	6D-6D (ITS)	$ 31,350,000	100%	100%	0%	100%	COST FEASIBLE	65.0
N	SHS	SR 44	I-4	Prevatt Ave.	4D-6D	$ 6,623,038	100%	0%	0%	100%	--	52.5
O	SHS	US 1	Nova Rd. (N)	I-95	4D-6D	$ 34,463,484	100%	0%	0%	100%	--	52.5
R	SHS	SR 415 (Tomoka Farms Rd)	Howland Dr	SR 44	2U-4D	$ 112,925,935	75%	0%	0%	100%	--	32.5
S	SHS	SR 44	SR 415	Glencoe Rd.	4D-6D	$ 54,291,449	100%	0%	0%	100%	--	27.0
U	SHS	SR 44	Lake County	SR 15A	2U-4D	$ 38,656,527	100%	0%	0%	100%	--	25.0
(SIS E)	SHS	SR 15 (US 17)***	Deleon Springs	SR 40	2U-4D	$ 10,000,000	100%	0%	0%	100%	COST FEASIBLE	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%	--	42.5
T	SHS	SR 11	N. Woodland Blvd.	Flagler County	2U-4D	$ 141,899,190	0%	0%	0%	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 LRTP 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 LRTP Cost Feasible Plan; Per TPO Policy (Resolution 2019-02) projects 1-5 on the Other Arterials List are protected and remain untill they are completed and drop out of the work program.

2045 Fully Funded Projects
2045 Partially Funded Projects
2045 Unfunded Projects

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects
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Tier "A" - Projects with One or More Phases Funded

FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)[8]	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4379421	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor Improvements	Daytona Beach	Safety	PE - $2,391,186 - FY 18/19 & 20/21 ROW - $13,200,000 - FY 20/21 - 23/24 CST - $6,962,269 - FY 22/23 CEI - $899,910 - FY 22/23	--	$23,453,365	0%	**FULLY FUNDED**
4408481	Deltona Lakes/Spirit Elem Sidewalks	Multiple Limits	Sidewalk	Deltona	Safety	CST - $817,381 - FY 19/20 CEI - $122,459 (LF) - FY 19/20	--	TBD	10%	**FULLY-FUNDED** PE & CEI phases locally funded
4411321	SR 442 Shared Use Path	Trail Overpass to Air Park Rd	Trail and Sidewalk	Edgewater	Safety	PE - $51,960 - FY 19/20 CST - $2,615,273 - FY 21/22	None	$3,171,826	0%	**FULLY-FUNDED**
4432361	Derbyshire Park Area Sidewalks, Phase 1	Vine St to Nova Rd and Brentwood St to 5th St	Sidewalk	Daytona Beach	Safety	CST - $550,139 - FY 19/20 CEI - $99,540 - FY 19/20	none	$729,007	10%	**FULLY-FUNDED**
4432362	Derbyshire Park Area Sidewalks, Phase 2	Multiple Limits	Sidewalk	Daytona Beach	Safety	CST - $714,117 - FY 20/21 CEI - $142,823 - FY 20/21	none	$897,398	10%	**FULLY-FUNDED**
4450282	Providence Bv Shared Use Path	Perimeter Dr to Alexander Av	Trail	Deltona	Safety	CST - $1,104,218 - FY 21/22	None	$1,104,218	33%	Phase 1 trail segment **FULLY-FUNDED**
4458081	Deltona School Crosswalk Embedded Lights	Multiple Limits	Crosswalk Lights	Deltona	Safety	CST - $750,000 - FY 19/20	None	$800,000	33%	Moved from Tier "B" **FULLY-FUNDED**
4379351	Barracuda Bv Bridge	Middle Way to Quay Assisi	Bridge	New Smyrna Beach	Safety	CST - $3,191,200 - FY 21/22		TBD	25%	Mixed Project Additional funding requested.
4379361	Fifth (5th) St Bridge	Riverside Dr to Commodore Dr	Bridge	New Smyrna Beach	Safety	PE - $280,415 - FY 19/20 CST - $956,427 - FY 21/22		TBD	25%	Mixed Project Additional funding requested.
4390371	Beville Rd Shared Use Path	Andros Isles Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	CST - $964,030 - FY 20/21		$1,449,327	0%	Additional funding requested.
4409061	Navy Canal Trail	Museum Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	CST - $803,000 - FY 21/22 CEI - $24,597 - FY 21/22	--	$933,100	10%	**FULLY-FUNDED** Additional funding requested.
4435121	SR A1A Pedestrian Safety Improvements	Multiple Locations	Midblock Pedestrian Crosswalks	Ormond Beach	Safety	PE - $505,000 - FY 19/20 CST - $1,812,925 - FY 21/22 CEI-$328,235-FY 21/22	--	$2,646,160	0%	**FULLY-FUNDED** Funded by FDOT Safety Office

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

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

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

FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)[8]	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4106761	Black Bear Scenic Trail (SR 40)	SR 35 (Marion Co) to US 17 (Volusia Co)	Trail	Volusia County	Safety	PL - $4,620 - FY 19/20	PD&E Study	TBD	0%	Also known as SR 40 Trail; PD&E Study deferred
4355381	W. French Ave Shared Use Path	Spring to Spring Trail to Valentine Park	Trail	Orange City	Safety	PE - $18,779 - FY 19/20	CST - $4,525,610	TBD	10%	Alternative design on south side French Av
4364731	Lehigh Trailhead	Palm Coast Tennis Center	Trailhead	Palm Coast	Safety	PE - $101,000 - FY 19/20	CST - $1,100,000	TBD	10%	
4399711	Fremont Av Sidewalk	Niles St to US 1	Sidewalk	Daytona Beach	Safety	PE - $32,253 - FY 19/20	CST - $214,684 (sidewalk)			
4408521	Tomoka Elementary Connector Sidewalk	Main Trail to Granada Blvd	Sidewalk	Ormond Beach	Safety	PE - $33,540 - FY 19/20	CST - $108,000 CEI - $10,800	TBD	10%	Sidewalk along Old Tomoka Rd
4408531	Williamson Blvd/Hand Ave Pedestrian Improvements	Hand Ave to Regal Theater Driveway	Sidewalk	Ormond Beach	Safety	PE - $38,356 - FY 19/20	CST - $176,000 CEI - $17,600	TBD	10%	Pedestrian Signal and Sidewalk
4462851	Willow Run Bv Sidewalk	Harms Way to Clyde Morris Bv	Sidewalk	Port Orange	Safety	PE - $120,000 - FY 20/21	CST - $395,181 CEI - $59,277	$600,000	10%	Moved from Tier "B"

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

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "B" - Projects Ready for Funding

Rank[9]	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
1	Providence Blvd Shared Use Path	Tivoli Dr to Joyner Dr	Trail	Deltona	Safety	CST - $2,726,907 CEI - $409,036	$4,258,879.00	33%	2017	90.25	Phase 2 trail segment June 2020 Status: 30% design plans
2	Reed Canal Rd Sidewalk	Nova Rd to US 1	Sidewalk	South Daytona	Safety	PE - $343,000 ROW - $200,000 CST - $1,774,930 CEI - $185,000	$2,521,895	10.00%	2020	84.67	-
3	SJR2C Wayfinding Signage Project	Multiple Limits	Signage	Volusia County	Safety	PE - $125,000 CST-$323,319 CEI-$50,000	$498,319	10%	2019	79.00	38 map signs; 42 wayfinding signs; 228 markers
4	Port Orange Sidewalk Gaps	Multiple Limits	Sidewalk	Port Orange	Safety	CST - $246,070	$575,152	10%	2018	75.60	Bundle of four (4) sidewalk segments
5	SR A1A National Scenic & Historic Coastal Byway Beautification, Phase 1	N. 10th St to S. 10th St	Hardscaping	Flagler Beach	Safety	PE - $89,000	TBD	10%	2011	75.00	To be completed in the reconstruction of SR A1A
6	North US 1 Sidewalk	Airport Rd to Broadway Av	Sidewalk	Ormond Beach	Safety	PE - $400,000 CST-$2,761,400 CEI-$260,000	$3,267,500	10%	2019	73.14	
7	N Nova Rd Corridor Improvements	SR 40 to US 1	Complete Street	Ormond Beach	Safety	PE - $461,000 CST-$3,077,000 CEI-$307,700	$3,845,700	10%	2019	71.43	
8	Halifax River/East Coast Greenway Trail	Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)	Sidewalk	Daytona Beach	Safety	Phase 1: CST - $340,788 CEI - $68,158 Phase 2: CST - $417,770 CEI - $83,554	$3,267,500	10%	2019	73.14	
9	Sauls St Bridge	South Side Reed Canal to North Side Reed Canal	Bridge	South Daytona	Safety	PE - $345,000 CST - $1,975,388 CEI - $185,000	$2,527,712	10%	2020	68.33	Mixed Project submitted in 2020
10	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail Head	Trail	Palm Coast	Safety	PE - $350,000 CST - $2,450,000 CEI - $245,000	$2,800,000	10%	2017	66.75	
11	Williamson-Willow Run Bv Sidewalk	Town Park Subdivision to Chardonnay Dr	Sidewalk	Port Orange	Safety	PE - $197,184 CST - $520,278 CEI - $78,042	$816,944	10%	2020	66.83	

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[9] Projects ranked 1-3 on Tier "B" of the Bicycle Pedestrian Project List are protected and remain in their current spot or move to the next higher spot until they are programmed in Tier "A".

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "B" - Projects Ready for Funding

Rank[9]	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
12	Ponce Inlet Mobility Project	Lighthouse Dr to north town limit	Sidewalk	Ponce Inlet	Safety	PE - $823,774 ROW - $175,940 CST - $2,745,915 CEI - $411,887	$4,157,516	10%	2019	66.00	
13	US 1 Sidewalk	Airport Rd to Wilmette Ave	Sidewalk	Ormond Beach	Safety	CEI - $250,000	$1,481,700	0%	2015	65.00	
14	Madeline Av Trail, Phase 1	Clyde Morris Bv to Nova Rd	Trail and Sidewalk	Port Orange	Safety	PE - $485,000 CST - $1,560,132	$2,376,441	10%	2019	64.29	
15	Derbyshire Park Trail	Internal to Derbyshire Park	Trail	Daytona Beach	Safety	CST - $621,480	$825,105	10%	2014	63.50	
16	Madeline Av Trail, Phase 2	Williamson Bv to Clyde Morris Bv	Trail and Sidewalk	Port Orange	Safety	PE - $604,500 CST - $2,049,090	$2,798,815	10%	2019	62.86	
17	Turnbull Bay Rd Trail	Fairgreen Ave to Industrial Park Ave	Trail	New Smyrna Beach	Safety	PE - $102,976 CST - $541,882 CEI - $51,488	$821,762	10%	2018	60.20	
18	SR 44 Median Improvements, Phase 2	Glencoe Rd to Sugarmill Dr	Landscaping and Median Improvements	New Smyrna Beach	Safety	CEI - $267,200	$648,000	10%	2015	52.75	Landscaping is locally funded.
19	County Rd 3 Shared Use Path	Washington Ave to Palmetto Ave	Trail	Pierson	Safety	CST - $1,042,236	$2,169,000	10%	2018	51.40	
20	NSB Lighted Signs	Multiple Limits	Pedestrian Signs	New Smyrna Beach	Safety	CST - $50,000	$50,000	10%	2020	35.67	Local Agency Program exception needed from FDOT.
21	Tarragona Way Sidewalk	Australia St to Museum St	Sidewalk	Daytona Beach	Safety	CST - TBD	TBD	10%	2006	35.00	PE is locally funded

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[9] Projects ranked 1-3 on Tier "B" of the Bicycle Pedestrian Project List are protected and remain in their current spot or move to the next higher spot until they are programmed in Tier "A".

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "C" - Projects Awaiting Feasibility Study

Rank	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Local Match	Year Submitted	Project Score	Comments
1	Air Park Rd Sidewalk	30th St to SR 442	Sidewalk	Edgewater	Safety	11%	2020	77.33	
2	Reed Canal Park Bridge	Reed Canal Park to Reed Canal Rd	Bridge	South Daytona	Safety	10%	2020	76.33	
3	Dunlawton-Nova APS Sidewalk Gaps	Multiple Limits	Sidewalk	Port Orange	Safety	10%	2020	73.00	
4	Peninsula Dr Sidewalk and Signage	Multiple Limits	Sidewalk	Port Orange	Safety	10%	2020	67.50	
5	North Causeway Pedestrian Crossing	North Causeway @ Quay Assisi	Pedestrian Crossing	New Smyrna Beach	Safety	10%	2020	62.00	
6	Magnolia Ave Shared Use Path	Reed Canal Rd to Beville Rd	Trail	South Daytona	Safety	10%	2015	56.30	
7	South St Trail	Turnbull Bay Rd to US 1	Trail	New Smyrna Beach	Safety	10%	2017	56.25	
8	Ocean Ave Sidewalk	S. Peninsula Ave to S. Atlantic Ave	Sidewalk	New Smyrna Beach	Safety	10%	2017	52.25	
9	South Daytona Elementary Sidewalk Expansion	Multiple Limits	Sidewalk	South Daytona	Safety	10%	2018	52.00	
10	Hickory Bluff Preserve Trail	Hickory Bluff Preserve to Maytown Rd	Trail	Volusia County	Safety	10%	2018	48.75	
11	Art Center Blvd Sidewalk	Sundance Trail to US 1	Sidewalk	New Smyrna Beach	Safety	10%	2017	44.00	
12	Volusia Gap	US 17-92 Bridge to Spring to Spring Trail	Trail	Volusia County	Safety	10%	2014	43.00	

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River to Sea TPO List of Shared Use Nonmotorized (SUN) Trail Projects
Draft 6/9/2020

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

Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
C2C	4154348	Volusia	East Central Regional Rail Trail (Phase 4A)	Guise Rd to Gobbler's Lodge Rd	Trail	Volusia County	CST - $6,128 - FY 19/20	None	$5,000,000	**FULLY-FUNDED Under Construction**
C2C, SJR2C, HOF	4364342	Volusia	Spring to Spring Gap: Lake Monroe Park to Old DeLand Rd	Lake Monroe Park to Old DeLand Rd	Trail	Volusia County	CST - $766,205 - FY 19/20	None	$1,200,000	**FULLY-FUNDED**
SJR2C	4390393	Volusia	Spring to Spring Gap: DeBary (Phase 3B)	US 17/92 from Benson Junction Rd to W. Highbanks Rd	Trail	Volusia County	CST - $2,225,000 - FY 19/20	None	$3,000,000	**FULLY-FUNDED**
SJR2C	4390396	Volusia	Spring to Spring Gap: DeBary (Phase 3C)	W Highbanks Rd to DeBary Plantation Bv	Trail	Volusia County	CST - $1,173,000 - FY 23/24	None	$1,500,000	**FULLY-FUNDED**
C2C, HOF	4391951	Volusia	Coast to Coast Gap: DeBary	Fort Florida Rd to Coast to Coast Trail	Trail	Volusia County	CST - $225,000 - FY 20/21	None	$500,000	**FULLY-FUNDED**
SJR2C	4398622	Volusia	Oak Hill to Edgewater: US 1	Kennedy Pkwy to Dale Ave	Trail	Volusia County	PE - $2,349,000 - FY 20/21 CST - $6,891,281 - FY 22/23	None	$8,238,945	**FULLY-FUNDED**
SJR2C	4398701	Volusia	Daytona Beach Gap 2: Ballough Bridge	Ballough Road Bridge	Bridge	Daytona Beach	PE - $1,060 - FY 17/18 CST-$100,000-FY 18/19	None	$174,600	**FULLY-FUNDED** aka Sweetheart Trail Under Construction
SJR2C	4398741	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Grand Av	Trail	Volusia County	CST - $9,384,840 - FY 22/23	None	$10,200,000	**FULLY-FUNDED**
SJR2C	4398751	Volusia	Spring to Spring Gap: DeLeon Springs	Grand Av/Baxter St to SR 15 (US 17)	Trail	Volusia County	CST - $1,500,000 - FY 19/20	None	$2,000,000	**FULLY-FUNDED**
SJR2C	4398641	Volusia	New Smyrna Gap: Myrtle Av	10th St to SR 44/Lytle Av	Trail	New Smyrna Beach	PE - $73,943 - FY 19/20 ROW - $1,323,850 - FY 19/20-22/23 CST - $1,730,682 - FY 23/24 CEI - $325,471	None	TBD	
SJR2C	4398652	Volusia	Palmetto Av Gap	Ridge Bv to Beville Rd	Trail	South Daytona	PE - $35,083 - FY 20/21	CST	TBD	
SJR2C	4398653	Volusia	Spruce Creek Rd Gap	S of Selin Cir to Herbert St	Trail	Port Orange	PE - $200,000 - FY 20/21	CST	TBD	
SJR2C	4398654	Volusia	South Daytona Gap	Sauls St/McDonald Rd to Carmen Dr/Ridge Bv	Trail	South Daytona	PE - $1,100,000 - FY 20/21	CST	TBD	
SJR2C	4398661	Volusia	Daytona Beach Gap 6: S. Beach St	Wilder Blvd to Shady Place	Trail	Daytona Beach	CST - $1,000 - FY 19/20	None	$1,325,944	aka Sweetheart Trail Under Construction

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

Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
SJR2C	4398681	Volusia	Daytona Beach Gap 4: S. Beach St	Bellevue Av to Marina Point Dr	Trail	Daytona Beach	CST - $154,035 - FY 19/20	None	$899,844	aka Sweetheart Trail
SJR2C	4398691	Volusia	Daytona Beach Gap 3: S. Beach St	Marina Point Dr to Orange Av	Trail	Daytona Beach	CST - $121,825 - FY 19/20	None	$877,131	aka Sweetheart Trail
SJR2C	4398742	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Old New York Av	Trail	Volusia County	PE - $1,179,193 - FY 19/20	CST	TBD	
SJR2C	4398743	Volusia	Spring to Spring Gap: DeLand	Old New York Av to SR 44	Trail	Volusia County	PE - $428,798 - FY 19/20	CST	TBD	
SJR2C	4398744	Volusia	Spring to Spring Gap: DeLand	SR 44 to Grand Av Trailhead	Trail	Volusia County	PE - $535,997 - FY 19/20	CST	TBD	
SJR2C	4398761	Volusia	SR 15 (US 17)	SR 40 to Putnam County Line	Trail	Volusia County	PE - $2,835,000 - FY 20/21	CST	TBD	

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

Tier "B" - Projects Ready for Funding										
Regional Trail System	**FM #**	**County**	**Project Name**	**Project Limits**	**Description**	**Project Sponsor**	**Programmed Phase(s)**	**Unfunded Phase(s)**	**Estimated Total Project Cost**	**Comments**
SJR2C, HOF	4102511	Volusia	US 17 Trail	W. Baxter St to SR 40	Trail	Volusia County		CST	TBD	Included in roadway widening project Deferred to FY 29/30
SJR2C	4398641	Volusia	New Smyrna Gap: SR 44 to US 1	SR 44/Lytle Av to US 1	Trail	New Smyrna Beach		PD&E Study	TBD	PD&E Study no build section
SJR2C	4398721	Volusia	Ormond Beach Gap: SR 40	Cassen Park to A1A	Trail	Ormond Beach		PE, CST	TBD	PD&E Study Completed

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