

**River to Sea  
Transportation Planning Organization**

**FY 2021/22 – FY 2025/26  
Transportation Improvement Program**



**Adopted June 23, 2021**

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## Section I - Introduction and Overview

The River to Sea Transportation Planning Organization (TPO) is the designated agency responsible for the transportation planning and programming of state and federal transportation funds within the identified metropolitan planning area in Volusia and Flagler Counties. Formed in 1975 through an interlocal agreement, and originally serving the east side of Volusia County, this organization has grown over the past 44 years, both in area covered and membership. The most recent expansion occurred in August 2014 to include the urbanized areas of Bunnell, Palm Coast and unincorporated Flagler County. Both the Deltona Urbanized Area and the Palm Coast – Daytona Beach – Port Orange Urbanized Area are fully included within this expanded metropolitan planning area.

The River to Sea TPO operates under an interlocal agreement between FDOT and the cities and counties within the TPO's metropolitan planning area (MPA). This agreement establishes the composition of the TPO and sets the various responsibilities for the organization and its members. It provides for communication and cooperation with local airport and port authorities and with public transportation providers. It was most recently updated in August 2014 for the purpose of expanding the MPA to include the Census-designated urbanized area in Flagler County and to reapportion the River to Sea TPO Board membership.

In accordance with state law, the TPO has entered into another interlocal agreement with FDOT, East Central Florida and North East Florida Regional Planning Councils, public airport authorities, public transit authorities, and Ponce DeLeon Inlet and Port District. This “Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement” describes the process for coordination of MPO planning and programming activities and how transportation planning and programming activities will be a part of the comprehensive planned development of the metropolitan area. This agreement also defines the process for fulfilling the clearinghouse requirements for federally funded activities.

A Transportation Planning Funds Joint Participation Agreement (JPA) between the TPO and FDOT, approved in May 2020, provides for FDOT to pass federal transportation funds to the TPO as reimbursement for the TPO's expenditures on the transportation planning activities prescribed in the TPO's Unified Planning Work Program (UPWP). It also prescribes planning and administrative requirements placed on the TPO as a condition for receipt of

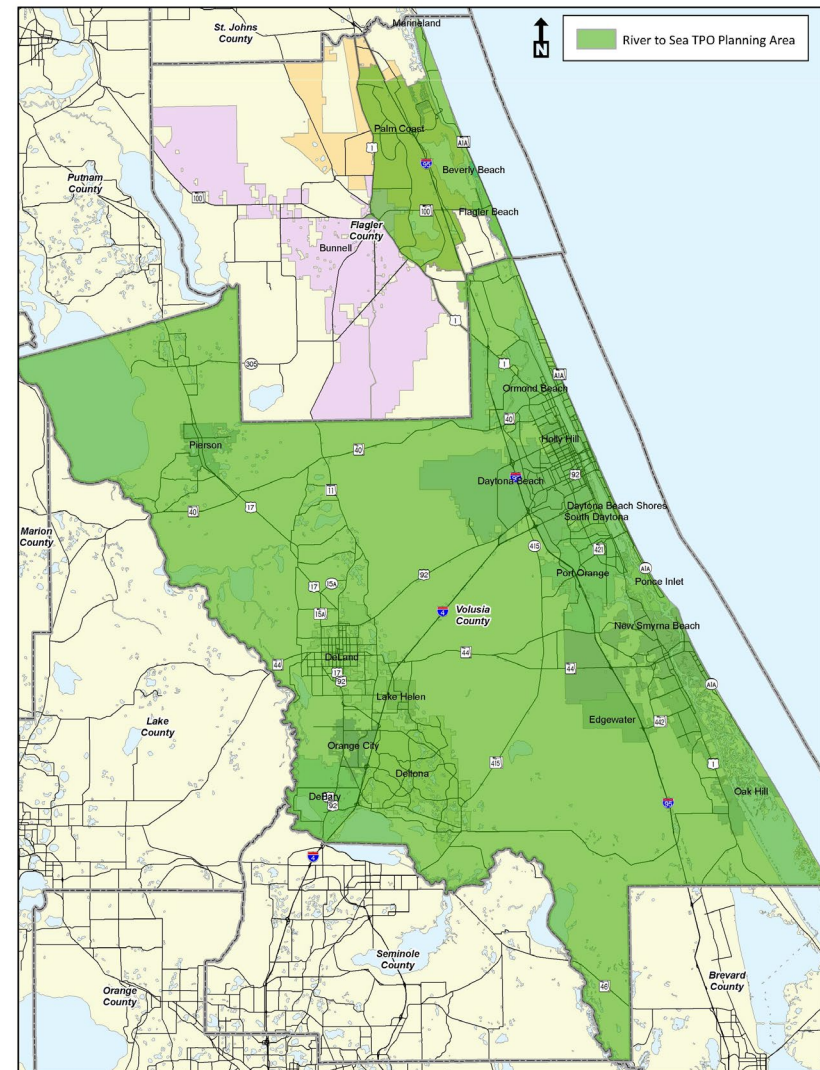


Figure 1 River to Sea TPO Metropolitan Plan

planning funds. Similar JPAs between the TPO and the Federal Transit Agency (FTA) provide for federal transit funds to be passed to the TPO for public transit-related planning.

### **What is the Transportation Improvement Program?**

The Transportation Improvement Program or “TIP” is a document that includes federally- and state-funded transportation projects and programs that have been scheduled for implementation in the River to Sea Transportation Planning Organization’s (TPO) planning area for a 5-year period spanning from fiscal year (FY) 2021/22 through 2025/26. It is considered a product of the TPO’s continuing, cooperative, and coordinated (3-C) process involving state and local agencies with responsibility for planning, constructing, operating, and maintaining public transportation infrastructure, services and programs. The purpose of the 3-C process and the products that result from it, including the TIP, is to provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for Florida and the nation.

Federal law requires the TIP to cover a four-year period, but allows a TIP to cover more than the required four years. [23 U.S.C. 134 (j)(2)(A)]. Florida law [339.175(8)(c)(1), F.S.] requires a TIP to cover a five-year period<sup>1</sup>. Therefore, FHWA and FTA consider the fifth year of a TIP as informational. [23 C.F.R. 450.324(a)].

Federal law requires the TIP to list capital and non-capital surface transportation projects proposed for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program projects; safety projects included in the State’s Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities). Also required to be included are all regionally significant projects requiring an action by FHWA or FTA regardless of funding source and projects that implement paratransit plans required for compliance with the Americans with Disabilities Act. For information and conformity purposes, the TIP includes all regionally significant projects to be funded with federal funds other than those administered by the FHWA or FTA, as well as all regionally significant projects to be funded with non-federal funds. The Transportation Improvement Program is used to initiate federally aided transportation facilities and improvements as well as other transportation facilities and improvements including transit, rail, aviation, spaceport, and port facilities to be funded from the State Transportation Trust Fund within its metropolitan area [339.175(8)(a)(3), F.S.] The consolidation of both federal and state requirements into a single project listing satisfies the federal requirement that regionally significant transportation projects be listed in the TIP even if no federal funding is involved.

This TIP includes a complete list of projects by funding category, as well as a summary of federal, state and local funding for each year of the TIP for each of the Counties within the River to Sea TPO planning area. This information is being provided for the specific purpose of fulfilling the requirements of subsections (h) (2) and (i) (4) of Section 134 of Title 23, United States Code (USC), as amended by the Fixing America’s Surface Transportation (FAST) Act.

Only projects that are consistent with the River to Sea TPO’s adopted Long Range Transportation Plan (LRTP) may be included in the TIP. [23 C.F.R. 450.324(g) and 339.175(8)(c)(2), F.S.].

For ease of access, the TIP is posted on the TPO’s website in an interactive format (<http://www.r2ctpo.org>). This format provides the public with the ability to search and select projects from an interactive map or by entering key search words. In particular, users can search and select projects by transportation system (e.g., Interstate Highway System, Non-Interstate State Highways, Non-Intrastate Off-State Highway, Transit, etc.). This allows

<sup>1</sup> The state fiscal year begins on July 1 and ends on June 30; the federal fiscal year begins on October 1 and ends on September 30.

users to access the information they need with great ease and flexibility. The TIP is also accessible online in Portable Document Format (pdf) compatible with the free viewing software, Adobe® Reader®.

Projects are grouped in this TIP based principally on project type. The groupings are:

Section II	Roadway Capacity Projects	Section VIII	Port, Rail & Freight Projects
Section III	Major Bridge Projects	Section IX	Locally Funded Projects – Information Only
Section IV	Traffic Operations, ITS & Safety Projects	Section X	Transportation Planning/Studies
Section V	Maintenance Projects	Section XI	Miscellaneous Projects
Section VI	Transit & Transportation Disadvantaged Projects	Section XII	Aviation Projects
Section VII	Bicycle, Pedestrian & Enhancement Projects		

### **Financial Plan/Financial Feasibility**

The projects within the TIP are financially feasible and the TIP is financially constrained for each fiscal year. The River to Sea TPO developed cost and revenue estimates in cooperation with the FDOT and the local public transportation service providers (Votran and Flagler County Public Transportation) considering only revenues that are reasonably expected to be available (reflected in FDOT's Work Program or locally dedicated transportation revenues). The TIP is also developed with coordination and review of representatives from other relevant agencies including aviation and local governments, to ensure consistency with masterplans and comprehensive plans. The federal and state funded projects included in the TIP are reviewed against the FDOT's Five Year Work Program which is financially constrained.

Project costs reported in the TIP are in Year of Expenditure (YOE) dollars, which considers the expected inflation over the five years covered by the TIP. These cost estimates for each project are therefore inflated to the year that the funds are expended based on reasonable inflation factors developed by the state and its partners.

### **Full Project Costs and Other Project Details**

For each project included in the TIP, a total project cost estimate is provided. In some cases, this total cost estimate will include project phases for which funding has not yet been identified. These unfunded project phases are not included in the TIP because the TIP must be financially feasible.

For any project included within the five-year timeframe covered by this TIP, if any phase of the work will be conducted in years beyond that timeframe, only the project costs within the first five years are shown in the five-year funding table for that project. [\[23 CFR § 450.216\(m\), § 450.324\(e\)\]](#). For phases of the project that are beyond that timeframe, the project must be in the fiscally constrained Long-Range Transportation Plan (LRTP) and the estimated total project cost will be described within the financial element of the LRTP. In those cases, the TIP includes an estimate of total project cost and a reference to the location in the LRTP where the estimate can be found.

The normal project production sequence for construction projects is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right-of-Way (ROW) phase, and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. It is important to note that for recurring activities, such as safety programs, routine maintenance, and operational projects, the reported total project cost estimate may represent only the project cost for the reporting period.

## Projects on the Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS) is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a "SIS" identifier on the TIP project page. (See example TIP project page, Figure 2).

For projects on the SIS, FDOT provides historical costs, costs for the five years of the current TIP and costs for the five years beyond the current TIP. These three cost figures will not comprise the total project cost if any project phase will be programmed beyond this 10-year period. For any project that includes costs beyond the five years of the current TIP, the estimated total project cost from the River to Sea TPO's Long Range Transportation Plan (L RTP) or a more recent source (e.g., PD&E or other study) is provided. The River to Sea TPO's L RTP may be accessed at: <https://www.r2ctpo.org/planning-studies/long-range-transportation-plan/>

The L RTP reference on the TIP project page provides the information necessary to locate the full project costs and/or additional details regarding the project in the L RTP (see example TIP project page, Figure 2). If there is no L RTP reference in the TIP, full project costs are provided in the TIP.

## Non-SIS Projects

Total project costs and other project details will be accessible in the TIP for all Non-SIS projects. All projects not on the SIS will have a "Non-SIS" identifier on the TIP project page (See example TIP project page, Figure 3).

For projects not on the SIS, FDOT has provided historical costs and costs for the five years of the current TIP, which may not be the total project cost. If there is no CST phase within the funding table presented on the TIP project page, then the cost data provided by FDOT will probably not be reflective of the total project cost.

For Non-SIS projects with costs beyond the five years of the current TIP, the estimated total project cost from the TPO's Long Range Transportation Plan (L RTP) or a more recent source (e.g., PD&E or other study) is provided. The link to the L RTP is:

<https://www.r2ctpo.org/planning-studies/long-range-transportation-plan/>

Figure 2 Example of an SIS project page.

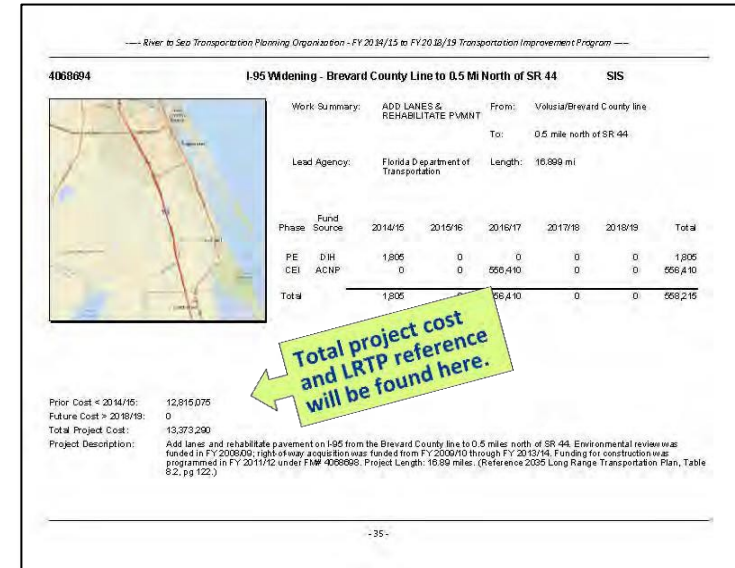
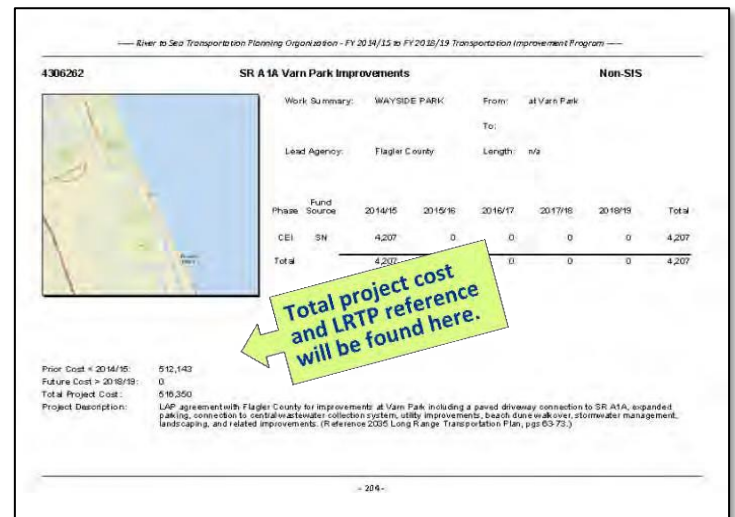


Figure 3 Example of non-SIS project page.





The LRTP reference on the TIP project page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP (see example TIP project page, Figure 3). If there is no LRTP reference in the TIP, full project costs are provided in the TIP.

### **How are Projects Selected?**

Consistent with 23 CFR 450.332, the projects included in the TIP are comprised of system maintenance and preservation, Transportation Systems Management and Operations (TSMO), multi-use trails, and sidewalks and safety activities initiated by FDOT and supported by the River to Sea Transportation Planning Organization, as well as priorities of the TPO that have been identified, evaluated, and prioritized through the TPO's Priority Project Process. Each year through this process, Lists of Priority Projects (LOPP) are developed for highway and transit projects, interstate highway projects, and bicycle/pedestrian projects. A 30-day public comment period is held prior to the adoption of the prioritized transportation project lists. After adoption by the River to Sea TPO Board, typically in June of each year, the lists are then forwarded to the Florida Department of Transportation (FDOT) to be used in developing the new Five-Year Work Program.

Project evaluation criteria for major capacity projects were carefully reviewed and updated during the development of the Connect 2045 Long Range Transportation Plan which was adopted in September 2020 and last amended in May 2021, as well as in the previous plan which was adopted in 2015 and last amended in 2019. Details of the Connect 2045 project prioritization can be found in Chapter 6 and Technical Appendix I of the Plan. Other projects that are not considered to be of appropriate scale for specific identification in a long-range plan are categorized into program areas and submitted by local governments to be considered for inclusion in the TIP. A set of criteria, was developed by the TPO's Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), and Bicycle and Pedestrian Advisory Committee (BPAC), and approved by the TPO Board, to qualify, evaluate and prioritize these projects. Primary criteria such as safety and congestion remained consistent with previous project evaluations, however, additional considerations were added for complete streets projects and projects that assist the TPO in meeting or exceeding adopted safety targets. Appendix I contains the set of prioritization and ranking criteria for the set aside projects as well as for the projects identified in Connect 2045.

### **Public Transit and Transportation Disadvantaged (TD)**

In accordance with Chapter 427.015 (1), Florida Statutes and Rule 41-2, Florida Administrative Code, the TIP also includes programs and projects serving the transportation disadvantaged (TD) population. A description of each of these programs and projects, its planned costs and anticipated revenues, and the year the program or project is to be undertaken are included in Section VI, Transit, and Transportation Disadvantaged Projects.

The public participation process used for the development of the TIP is also used to satisfy Votran's Program of Projects (POP) as required by the Federal Transit Administration Section 5307 Program. The POP is a list of transit-related activities developed each year to indicate funding expenditures on items including vehicle purchases, facility construction and renovation, major equipment updates, etc.

### **Consistency with Other Plans**

This TIP must be incorporated into the State Transportation Improvement Program (STIP) to ensure continued federal funding for the metropolitan area. The Secretary of the Department of Transportation cannot approve a TIP for inclusion in the STIP that does not come from a currently approved Long Range Transportation Plan (LRTP) or a TIP that includes projects that have not been properly amended into the LRTP and approved by the TPO/MPO. All roadway capacity projects included in this TIP were drawn from the TPO's adopted 2045 Long Range Transportation Plan, Connect 2045 and/or the previous 2040 Long Range Transportation Plan. Other non-capacity roadway projects and bicycle/pedestrian projects that are

included in the TIP may not be specifically identified in Connect 2045 but have been determined by the TPO to be consistent with the Plan. Additionally, all projects included in the TIP are consistent with FDOT's Five-Year Adopted Work Program, with Voltran's Transit Development Plan (TDP) or Flagler County Public Transportation's TDP, local area airport master plans, and approved local government comprehensive plans in effect within the River to Sea TPO planning area.

### **Public Involvement**

Annually, the River to Sea TPO develops its TIP in accordance with all applicable state and federal laws governing public involvement. This includes **23 CFR 450.316 and 23 CFR 450.326(b)**). Specific procedures for the use of public involvement in the annual development of the TIP have been clearly defined in the TPO's *Public Participation Plan*. The current version of the River to Sea TPO's *Public Participation Plan* was adopted by the TPO Board in June 2019 and amended in June 2020. Prior to annual adoption of the TIP, notice was provided to the TPO email listing that includes businesses, chambers of commerce, transportation disadvantage advocates, and citizens, a legal advertisement was placed in the local newspaper and a 30-day public comment period was held.

The public participation process used for the development of the TIP is also used to satisfy Voltran's Program of Projects (POP) as required by the Federal Transit Administration Section 5307 Program. The POP is a list of transit-related activities developed each year to indicate funding expenditures on items including vehicle purchases, facility construction and renovation, major equipment upgrades, etc.

Prior to the TIP being presented to the TPO Board for consideration, the draft TIP is presented to the Bicycle Pedestrian Advisory Committee (BPAC), Citizen Advisory Committee (CAC) and Technical Coordinating Committee (TCC) and is posted on the TPO website for review and comment. All River to Sea TPO Board and Committee meetings are formal public meetings and held in accordance with Florida's open meetings law (the Sunshine Law), and public comment is encouraged. All comments received are addressed, and revision made, where appropriate. Appendix VI contains a summary of significant comments demonstrating the response to public input. Additionally, the draft TIP is forwarded directly by email to the three federal land management agencies in the TPO planning area for coordination and review, including Lake Woodruff National Wildlife Refuge, Merritt Island National Wildlife Refuge, and Canaveral National Seashore. The draft TIP is sent to FDOT for review through the document portal and is distributed within the portal to federal agencies for review. Appendix VI contains a summary of significant review comments received and how the comments were addressed in the final TIP. Once approved, the TPO has an interactive web-based site, which allows the public to utilize the information in a flexible, visual format. The link to the interactive map is: <http://volusia.dtstiptool.com/InteractiveMap>

### **Modifying or Amending the TIP**

An "administrative modification" may be used to make minor revisions to the TIP. Administrative modifications may be used to change the funding sources of projects already included in the TIP, to make minor updates or corrections to introductory text, and to add clarifying details of a project. Administrative modifications are also permitted for a project cost increase of less than 20% AND \$2,000,000.

The following action is NOT permitted as an administrative modification as provided through guidance established by FDOT:

- The change adds or deletes a new individual project
- The change adversely impacts financial constraints



- The change results in a major scope change

An administrative modification does not require public review and comment, or re-demonstration of fiscal constraint.

A TIP "amendment" is any revision to the TIP that does not qualify as an administrative modification. Amendments are required for the addition or deletion of a project or an increase in project cost that exceeds 20% AND \$2,000,000. An amendment is also required for a major change of project/project phase initiation dates or a major change in design concept or design scope (i.e., changing project termini, or the number of thru traffic lanes). Amendments require public review and comment, and re-demonstration of fiscal constraint.

All proposed amendments to the TIP are presented to the TPO's advisory committees for review and recommendation, and to the TPO Board for final approval. Inclusion on the agenda follows the TPO public notice requirement of at least five business days. Once TIP amendments are approved by the board, the amendments are incorporated into the adopted TIP and posted on TPO's website. The amending resolutions documenting the approval of the amendments are sent to FDOT staff. All revisions (modifications and amendments) are listed and described in a Revision Log included in the TIP appendices.

All TIP amendment requests will be reviewed by FDOT's Office of Policy Planning and the Federal Aid Office to ensure they are accurate and complete prior to submittal to the FHWA and/or the FTA for their review and approval.

Prior to board approval of any TIP amendment, the public is provided opportunities to address their concerns about the requested amendment. At each advisory committee meeting and board meeting where a TIP amendment is being considered, the meeting agenda will include a time for comments from the public on any action items on the agenda. Concerns about TIP amendments may be addressed at that time. If an individual has a concern about a TIP amendment but is unable to attend the TPO's regularly scheduled advisory committee or board meetings where the amendment will be considered, that individual may submit comments to the TPO prior to the meeting through written correspondence, email, in person or by phone. These comments will be provided to the advisory committees and board for consideration at subsequent meetings for which action on the amendment is scheduled.

Procedures for ensuring meaningful public involvement in the amendment of the TIP, including notification of proposed amendments and access to information about the proposed amendments, are also reflected in the TPO's adopted Public Participation Plan (PPP). The PPP may be accessed on the TPO's website at: <https://www.r2ctpo.org/public-involvement/public-participation-documents/>

### **Certification**

The River to Sea TPO participates in an annual joint certification of its planning process with representatives from the Florida Department of Transportation District 5 Office. The last annual joint certification with FDOT representatives occurred in February 2021. Approximately every four years, the TPO is certified in a lengthier evaluation process conducted by representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and FDOT. The last federal certification of this type was successfully completed in June 2019. The next federal certification will be in June 2023.

### **Congestion Management Process**

As required by FHWA, the River to Sea TPO has established standards and procedures to promote the effective management and operation of new and existing facilities through the use of travel demand reduction and operational management strategies. While the TPO recognizes that managing transportation demand offers a cost-effective alternative to increasing transportation system capacity, congestion observed within the planning area during the work-related peak hour periods has generally not been severe on a widespread basis. Moreover, employees with large scale,

consolidated work sites, which are the best candidates for implementing successful travel demand reduction strategies, account for a limited amount of travel in the planning area. With an orientation toward tourism, much of the travel related congestion is discretionary and event specific, not structured and repetitive. This contributes to a traffic patterns that are less suitable to traditional travel demand management (TDM) strategies.

Advancements in technology including GPS routing and the ability to telecommute, provide growing opportunities to limit or shift travel demand, or to transportation facilities with available capacity. There are also opportunities for implementing Transportation System Management and Operations (TSM&O) strategies to achieve additional capacity from existing facilities. Strategies that may provide significant benefits include the addition of turn lanes, adjusting roadway geometry, managing access, coordinating signals, installing adaptive signal technology, electronic signage, and other operational and safety improvements. The River to Sea TPO prioritizes these kinds of cost-effective congestion mitigation strategies during our annual "Call for Projects." Each year, the TPO member cities and counties are invited to submit traffic operations and safety project proposals. Candidate projects are prioritized with consideration of a range of criteria including congestion relief, safety, mobility, and efficiency benefits. These candidate projects are then added to the TPO's Lists of Priority Projects (LOPPs). For many of the project proposals, the TPO will conduct a feasibility study before specific improvements will be programmed for construction. One purpose of these feasibility studies is to identify and evaluate alternative strategies to ensure that the most appropriate strategy will be selected. TSM&O projects are also expected to be derived from the TSM&O Master Plan completed in June 2018, the Connected and Autonomous Vehicle Readiness Study and Technology Transition Plan completed in June 2020 and the Connect 2045 Technology Planning Scenario.

The TPO updates its LOPPs annually and forwards them to FDOT. FDOT selects projects from the lists, in order of priority, for programming with state and federal transportation funds in the Department's Work Program. The TPO, in turn, amends its Transportation Improvement Program (TIP) to include the projects. The TPO also works with regional partners to promote TSM&O projects through the Central Florida MPO Alliance (CFMPOA).

Recognizing that correcting minor design and operational deficiencies in the existing roadway network can yield significant performance and safety benefits, the TPO sets aside 40% of its annual allocation of federal urban attributable (SU) funds to be used just for intelligent transportation systems (ITS), traffic operations, and safety projects. The remaining SU funds are set aside for bicycle and pedestrian projects (30%) and public transit (30%).

The River to Sea TPO envisions a regional transportation system that safely and efficiently moves people and goods to support the region's vitality. In May of 2021, the TPO began work to update the Congestion Management Process (CMP) to align system performance with desired outcomes and promote strategies to manage demand, reduce/eliminate crashes and no-recurring congestion, improve transportation system management and operations, and improve efficiencies in the system. The CMP will define congestion management objectives, performance measures, and methods to monitor and evaluate system performance.

### **Transportation Performance Measures**

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, providing transparency, and linking investment decision to key outcomes related to seven national goals:

- Improving Safety;

- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and
- Reducing Delays in Project Delivery.

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

### **Safety Performance Measures (PM-1)**

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires T/MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of Fatalities;
- Number of Serious Injuries;
- Non-motorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

Safety performance measure targets are required to be adopted on an annual basis. Each MPO is required to either adopt FDOT's targets or establish its own targets. The Florida Transportation Plan (FTP) and Florida's Strategic Highway Safety Plan (SHSP) both highlight the statewide commitment to a vision of zero deaths. The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that vision. The River to Sea Transportation Planning Organization acknowledges and supports the FDOT statewide safety targets, updated most recently in August of 2020, which set the target at zero for each performance measure for the 2021 calendar year to reflect FDOT's goal of zero deaths.

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State. This recent update to the plan:

- Introduces the Safe System approach, which acknowledges that humans make mistakes, the human body is vulnerable, and that we should design and operate our transportation system to ensure that if crashes do occur they do not result in serious human injury.
- Recognizes the complexity of crashes and categorizes emphasis areas into three components: roadway; road user, including demographics and mode of travel; and road user behavior.
- Expands strategies beyond the 4Es of traffic safety: Engineering, Education, Enforcement, and Emergency Response to include the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies.

In early 2020, FHWA completed an assessment of target achievement for FDOT's 2018 safety targets, based on actual five-year averages for each measure for 2014-2018. Per FHWA's PM1 rule, a state has met or made significant progress toward its safety targets when at least four of the targets have been met or the actual outcome is better than the baseline performance. Based on FHWA's review, Florida did not make significant progress toward achieving its safety targets. Both the total number of fatalities and the fatality rate increased. The total number of serious injuries has begun to decline on a five-year rolling average basis, while the serious injury rate has declined steadily over this timeframe. Based on these trends, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets. The HSIP Implementation Plan documents Florida's HSIP funding and project decisions for the upcoming fiscal year to meet or make significant progress toward meeting its safety performance targets in subsequent years.

While acknowledging and supporting FDOT's vision and their safety target of zero, the River to Sea TPO has established independent safety performance targets based upon data collected within the TPO planning area for previous years and based on analysis of anticipated progress that can be achieved during the calendar year. In January 2018, 2019 and 2020 the River to Sea TPO adopted safety performance targets reflecting a two percent (2%) reduction per year in each of the required safety measures. In January of 2021, the River to Sea TPO updated their annual safety performance targets to continue to reduce the target by two percent for each category where measures are trending downward, however if the data showed that measures were trending upward in a category, the previous year's target was retained. A detailed analysis of safety performance targets is available at:

<https://www.r2ctpo.org/planning-studies/transportation-performance-measures/>

The River to Sea TPO has had a longstanding commitment to improving transportation safety, which is demonstrated through planning and programming activities. Activities included in the Unified Planning Work Program such as the completion of school safety studies for all elementary and middle schools within the planning area, pedestrian law enforcement training and exercises, health and safety partnerships with local agencies, participation on the Community Traffic Safety Teams and helmet distribution programs have led to increased safety awareness and project specific recommendations to reduce injuries and fatalities throughout the planning area.

The TPO also developed a 2017 Crash Analysis Report to analyze the five-year crash history within the planning area. The report identified the high crash intersections and segments locations based on crash severity and frequency. The report was followed-up with a more detailed analysis of high crash locations and mitigation strategies to improve safety at those locations. The Roadway Safety Evaluation & Improvement Study was completed

in September 2018 and is available at:

<https://www.r2ctpo.org/wp-content/uploads/TPO-Roadway-Safety-and-Improvement-Study-Final-Draft.pdf>

In order to achieve the reduction established by the safety targets, the TPO has evaluated projects that fall into specific investment categories established by the MPO in the project application, evaluation, and ranking process. All new projects added to the TIP by the TPO that will improve safety and help the TPO reach its safety targets include a statement to that effect.

In 2019, the River to Sea TPO participated in the Walkability Action Institute and through this effort developed and adopted the Complete Street Policy and Implementation plan for the planning area. The TPO intends to use this policy to promote the incorporation of complete street ordinances by member local governments. Complete Street projects that improve safety and mobility of all road users will continue to be prioritized for funding.

The TPO also reviewed safety-related projects that have been identified and added to the work program and TIP by other agencies such as Bicycle and Pedestrian Safety, Lighting projects, Safe Routes to School projects, and Community Traffic Safety Team initiatives. The TPO is very supportive of all agencies that seek to improve transportation safety and we will continue to work with those agencies to understand their selection methodology and to ensure they conform to guidance issued by federal and state agencies.

This TIP includes specific investment priorities that support all of the TPO's goals including safety, using a prioritization and project selection process established previously in the LRTP. The LRTP is currently being updated by the TPO and the role of Transportation Performance Management and safety in particular will be an emphasis area in the development of that plan. The TPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The TPO has long utilized an annual project ranking criteria that identifies and prioritizes projects aimed at improving transportation safety. The ranking criteria are included in the appendices of this TIP. Going forward, the project evaluation and prioritization process will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The TPO's goal of reducing fatal and serious injury crashes is linked to the TIP and the process used in prioritizing the projects is consistent with federal requirements.

The River to Sea TPO also recognizes that continued efforts must be made to continue incorporating transportation system performance into the institutional decision-making and documents of the organization. This includes using a project selection and prioritization process that supports the FDOT goals outlined in both the State Asset Management Plan and the State Freight Plan.

### **Bridge and Pavement Conditions Performance Measures (PM-2)**

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the pavement and bridge condition on the National Highway System (NHS). Requirements involve measuring the condition of these facilities and reporting conditions that are considered "Good" and those considered "Poor." Facilities rated as "good" suggest that no major investments are needed. Facilities rated as "poor" indicate major investments will be needed in the near term.

On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. On October 24, 2018, the River to Sea TPO agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once

implemented, are anticipated to make progress toward achieving the statewide targets. The following table shows the statewide targets:

**Table 1: Statewide Pavement and Bridge Condition Performance Targets**

<b>Performance Measure</b>	<b>2-year Statewide Target (2019)</b>	<b>4-year Statewide Target (2021)</b>
Percent of Interstate pavements in good condition	Not required	60%
Percent of Interstate pavements in poor condition	Not required	5%
Percent of non-Interstate NHS pavements in good condition	40%	40%
Percent of non-Interstate NHS pavements in poor condition	5%	5%
Percent of NHS bridges (by deck area) in good condition	50%	50%
Percent of NHS bridges (by deck area) in poor condition	10%	10%

For comparative purposes, current statewide conditions are as follows:

- 66 percent of the Interstate pavement is in good condition and 0.1 percent is in poor condition;
- 45 percent of the non-Interstate NHS pavement is in good condition and 0.4 percent is in poor condition; and
- 72 percent of NHS bridges (by deck area) is in good condition and 1 percent is in poor condition.

In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. To begin with, FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT. In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial pavement and bridge condition targets. It is the intent of FDOT to meet or exceed the established performance targets.

MAP-21 also required FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The

TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018.

All new projects added to the TIP by the TPO that will help achieve the pavement and bridge condition performance targets includes a statement to that effect. The TPO works with other agencies, such as FDOT, to include statements that reflect the selection methods for projects being advanced by those respective agencies. Additional commentary may be added in the future pending guidance from federal and state agencies. The River to Sea TPO further recognizes that funding is set-aside to support system preservation activities including bridge maintenance and replacement for roadway resurfacing, restoration and rehabilitation. The allocation of these funds uses a data-driven process that is managed outside the TPO processes.

### **System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program Performance Measures (PM3)**

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

#### **National Highway Performance Program (NHPP)**

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

#### **National Highway Freight Program (NHFP)**

3. Truck Travel Time Reliability index (TTTR);

#### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three listed measures above pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

#### ***LOTTR Measures***

The LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile) over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments.

### ***TTTR Measure***

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95<sup>th</sup> percentile truck travel time by a normal travel time (50<sup>th</sup> percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning organization (MPO) planning area to determine the TTTR index.

Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year targets for all three measures. MPOs can either agree to program projects that will support the statewide targets, or establish their own quantifiable targets for the MPO's planning area.

On May 18, 2018, FDOT established statewide performance targets for the system performance measures. On October 24, 2018, the River to Sea TPO agreed to support FDOT's statewide system performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Below table presents the statewide and M/TPO targets.

**Table 2: Statewide System Performance and Freight Targets**

<b>Performance Measure</b>	<b>2-year Statewide Target (2019)</b>	<b>4-year Statewide Target (2021)</b>
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required <sup>5</sup>	50%
Truck travel time reliability (TTTR)	1.75	2.00

For comparative purposes, current statewide conditions are as follows:

- 82 percent of person-miles traveled on the Interstate are reliable;
- 84 percent of person-miles traveled on the non-Interstate are reliable; and



- 1.43 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability; analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets. It is the intent of FDOT to meet or exceed the established performance targets. System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.

FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion

The Air Quality programs do not apply to the River to Sea TPO planning area. However, the travel time reliability for interstate, non-interstate NHS and travel time reliability for freight are applicable and consistent with the TPO's process for establishing project priorities. All new projects added to the TIP by the TPO that will help achieve the system performance targets will include a statement to that effect. The TPO is not prepared at this time, however, to add statements regarding the selection methods for projects added by other agencies such as FDOT. Additional commentary may be added in the future pending guidance from federal and state agencies.

This TIP includes specific investment priorities that support all of the TPO's goals including system preservation, congestion mitigation, and freight movements, as acknowledged previously in the LRTP. The TPO's goal of preserving the existing transportation infrastructure and maximizing

efficiency is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. Going forward, the project evaluation and prioritization process will continue to be modified to utilize a data-driven strategy to evaluate projects that will support the system performance targets and the TPO will continue updating the process used in prioritizing the projects to ensure it is consistent with federal requirements.

The River to Sea TPO also recognizes that continued efforts must be made to incorporate transportation system performance management into the institutional decision-making and documents of the organization. This includes using a project selection and prioritization process that supports the FDOT goals and close coordination with agencies that most significantly control these decisions. The TPO will continue to coordinate with FDOT and transit providers to take additional action to respond to data outcomes and to further modify evaluation criteria and programming activities as might be needed to incorporate performance measures as they are updated and are more fully understood.

### **Transit Asset Performance Measures**

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair” and requires that public transportation providers develop and implement Transit Asset Management (TAM) plans, and establish state of good repair standards and performance measures for four asset categories as shown in Table 3. The rule became effective on October 1, 2018.

**Table 3: Transit Asset Performance Measures**

<b>Asset Category</b>	<b>Performance Measure</b>
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

### **TAM Plans and Targets**

The Transit Asset Management (TAM) rule requires that every transit provider receiving federal financial assistance under 49 U.S.C. Chapter 53 develop a TAM plan or be a part of a group TAM plan prepared by a sponsor (i.e. FDOT). As part of the TAM plan, public transportation agencies are required to set and report transit targets annually. Transit providers or their sponsors must also share these targets with each M/TPO in which the transit provider’s projects and services are programmed in the M/TPO’s TIP. M/TPOs can either agree to support the TAM targets, or set their own separate regional TAM targets for the M/TPOs planning area.

The River to Sea TPO planning area is served by three (3) transit service providers: Flagler County Public Transportation (FCPT), Votran, and SunRail. Votran and SunRail are considered Tier I providers and, as such, each must develop a TAM Plan. FCPT is considered a Tier II provider and thus is

included in a group TAM plan developed by the FDOT Public Transit Office in Tallahassee. The following tables represent the transit data reported by each transit agency for each of the applicable Asset Categories along with the targets set by those agencies and supported by the TPO.

**FDOT – State-wide Tier II Group Report**

**Table 4: Flagler County Public Transit – Bus Service**

Asset Category Performance Measure	Asset Class	Asset Class Condition	2019 Target	2020 Target
<b>Rolling Stock</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	55%	55%	45%
	Bus	15%	15%	13%
	Cutaway Bus	28%	28%	28%
	Mini-Bus	31%	31%	28%
	Mini-Van	13%	13%	11%
	SUV	0%	0%	0%
	Van	47%	47%	34%
<b>Equipment</b>				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	67%	67%	67%
	Trucks and other Rubber Tire Vehicles	50%	50%	40%
	Maintenance Equipment	50%	50%	50%
	Route & Scheduling Software	100%	100%	100%
<b>Facilities</b>				
	Administration	0%	0%	9%

River to Sea TPO Transportation Improvement Program - FY 2021/22 to FY 2025/26

<b>Asset Category Performance Measure</b>	<b>Asset Class</b>	<b>Asset Class Condition</b>	<b>2019 Target</b>	<b>2020 Target</b>
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	6%	6%	12%

NOTE: FCPT inventory includes one revenue service vehicle in poor condition (an automobile)

**Table 5: Votran – Bus Service**

<b>Asset Category Performance Measure</b>	<b>Asset Class</b>	<b>Asset Class Condition</b>	<b>2019 Target</b>	<b>2020 Target</b>
<b>Rolling Stock</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	28%	23%	20%
	Cutaway Bus	32%	23%	20%
	Mini-Van	0%	1%	1%
<b>Equipment</b>				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	100%	10%	10%
	Trucks and other Rubber Tire Vehicles	100%	10%	1%
	Route & Scheduling Software	86%	15%	15%
	Maintenance Equipment/Hardware	92%	20%	20%
	Security	100%	20%	20%
<b>Facilities*</b>				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	4.0	10%	10%
	Maintenance	2.1	10%	10%
	Parking Structures	3.3	10%	10%
	Passenger Facilities	3.6	10%	10%
	Administration/Maintenance	3.0	10%	5%
	Storage	3.5	10%	2%

\*The Votran TAM plan lists the Transit Economic Requirements Model (TERM) rating but not the % at or above the target

**Table 6: SunRail – Fixed Guideway**

Asset Category Performance Measure	Asset Class	Useful Life Benchmark	Asset Class Condition	2019 Target
<b>Rolling Stock</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Locomotives	43 years	23 years	0%
	Coach Cars	39 years	3 years	0%
	Cab Cars	39 years	3 years	0%
<b>Equipment*</b>				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	n/a	n/a	n/a
	Trucks & Other Rubber Tire Vehicles	n/a	n/a	n/a
<b>Infrastructure</b>				
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	n/a	2% DRM with speed restriction**	< 3% DRM with speed restriction
<b>Facilities</b>				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	n/a	n/a
	Maintenance & Operating Center	> 3 on TERM Scale	New	100% ≥ 3
	Maintenance (VSMLF)***	> 3 on TERM Scale	New	100% ≥ 3
	Stations	> 3 on TERM Scale	New	100% ≥ 3
	Park & Ride Lots	> 3 on TERM Scale	New	100% ≥ 3

\*Equipment is provided through the operations contract and is not reported as a federally funded asset

\*\*DRM is Directional Route Miles

\*\*\*VSMLF is the Vehicle Storage & Light Maintenance Facility

In support of the transit providers, the River to Sea TPO adopted these targets on October 24, 2018. Adoption of the transit asset targets represents an agreement by the TPO to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit provider targets. The River to Sea TPO FY 2021/22 to FY 2025/26 TIP was developed and is managed in cooperation with Flagler County Public Transit (FCPT), Votran, and SunRail. It reflects the investment priorities established in Connect 2045. The investments addressing transit state of good repair are included in Section VI - Transit & Transportation Disadvantaged Projects. Projects in this section of the TIP include the funding of equipment, vehicles, infrastructure, maintenance, and/or facilities in the TPO planning area.

Both Flagler County Public Transit and Votran are working to update their respective Transit Development Plans in 2021. The River to Sea TPO will play a role in supporting these updates and monitoring potential changes that may impact transit planning, operations, capital asset management and state of good repair.

Transit asset condition and state of good repair is a consideration in the methodology used by the public transit providers and the River to Sea TPO to select projects for inclusion in the TIP. As such, the TIP includes specific investment priorities that support all of the TPO's goals, including transit state of good repair, using priorities established in the LRTP. This includes the allocation of 30% of the Transportation Management Area (TMA) funding available to the TPO to support the replacement of capital assets. The River to Sea TPO evaluates, prioritizes and funds transit projects that, once implemented, are anticipated to improve state of good repair in the TPO's planning area. The TPO's goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

### **Transit Safety Performance**

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on July 19, 2018. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.<sup>[1]</sup>

Each provider of public transportation that is subject to the federal rule must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020 to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021. Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the River to Sea TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

The following transit provider(s) operate in the River to Sea TPO planning area: Votran and Flagler County Public Transportation (FCPT) Of these, Votran is responsible for developing a PTASP and establishing transit safety performance targets annually.

The Volusia County Council approved Votran's Public Transportation Agency Safety Plan (PTASP) on May 19, 2020. In August of 2020, Votran updated the PTASP and established the transit safety targets identified in Table 7.

**Table 7 Transit Safety Performance Targets for Votran**

<b>Transit Mode</b>	<b>Vehicle Revenue Mile (VRM)</b>	<b>Fatalities (total)</b>	<b>Fatalities (rate) (Per 100k VRM)</b>	<b>Injuries (total)</b>	<b>Injuries (rate) (Per 100k VRM)</b>	<b>Safety Events (total) (Per 100k VRM)</b>	<b>System Reliability (Total Mech. Failures)</b>	<b>Safety Events (rate)</b>	<b>System Reliability (Per 100k VRM)</b>
Fixed Route	3,173,832	0	0	>or=27	>or=.85	>or=17	400	.53	12.60
Demand Response	1,364,529	0	0	>or=2	>or=.14	>or=3	76	.19	5.56
Total	4,538,361	0	0	>or=29	>or=.63	>or=22	476	.48	10.48

On January 27, 2021, the River to Sea TPO agreed to support Votran's transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

The River to Sea TPO TIP was developed and is managed in cooperation with Votran. It reflects the investment priorities established in the Connect



## 2045 Long Range Transportation Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. Transit safety is a consideration in the methodology the River to Sea TPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the TPO's goals, including transit safety. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the TPO's planning area.

The River to Sea TPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The River to Sea TPO will continue to coordinate with the Votran to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair.

For more information on these programs and projects, see Section VI – Transit and Transportation Disadvantaged Projects of the TIP.

### **Transportation Performance Measures Consensus Planning Document**

A data sharing agreement has been developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas. The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

The document is fully described in the appendix and adoption of this agreement is updated as part of the annual adoption of the TIP.

### **Detailed Project Listings**

The TIP includes, for each project or phase (i.e., preliminary engineering, environmental, right-of-way, construction, maintenance, operations, or capital), the following:

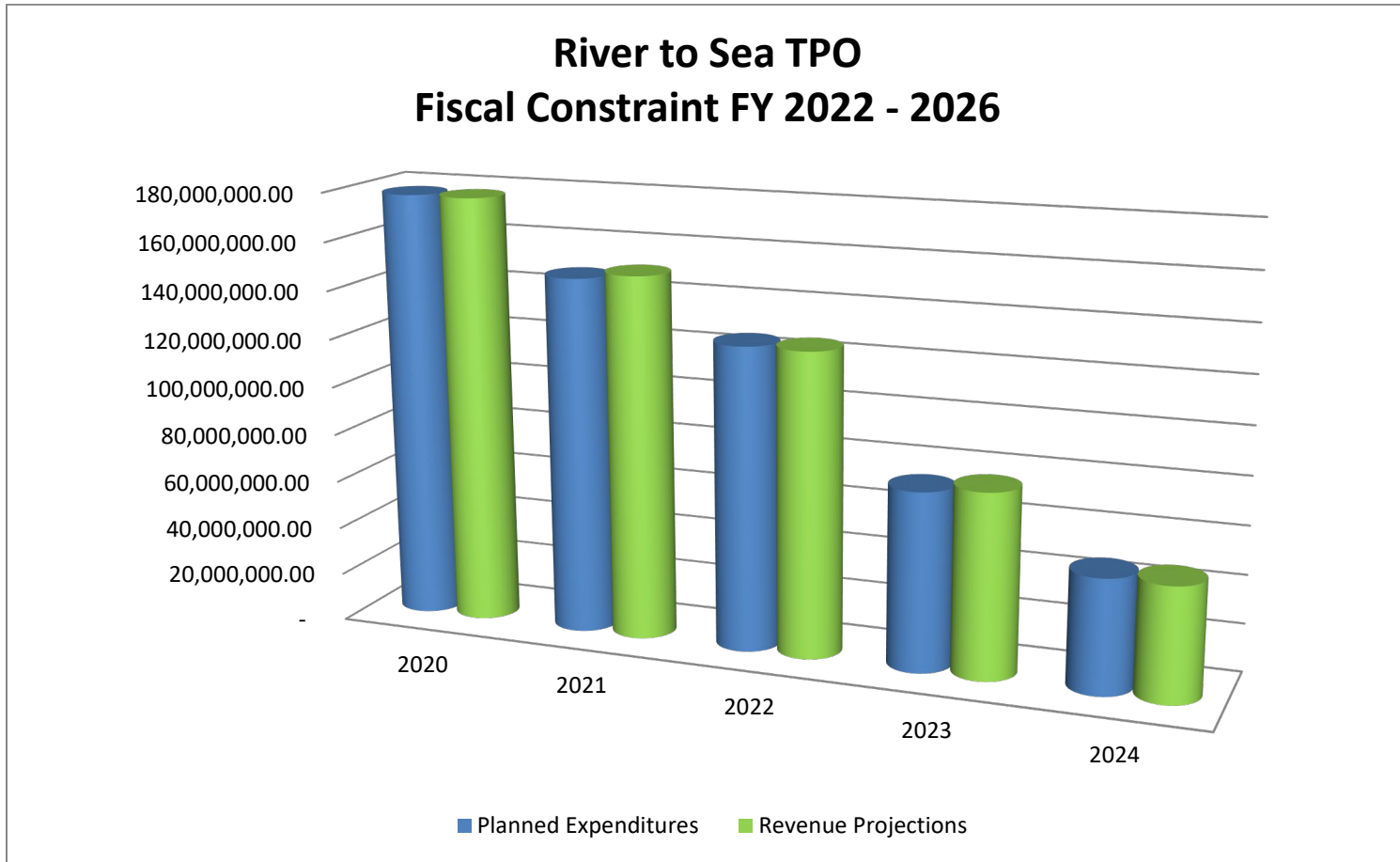
1. Sufficient description (i.e., type of work, project limits and length) to identify the project or phase;
2. Financial Project Number (FPN);
3. FDOT Work Program fund code;
4. Estimated total project cost;
5. Year of anticipated funding;
6. Summary tables showing the financial constraint of the program;
7. Either a page number or identification number where the project can be found in the LRTP;
8. Category of federal funds and sources of non-federal funds; and
9. FTA section number for FTA projects.

**Notable new projects/project phases include:**

- 4197722 - Design (PE) funding for the I-95 Interchange at US 1
- 4484561 - Design (PE) funding for the I-95 Interchange at LPGA Blvd
- 42899471 - Right-of-Way (ROW) funding for SR 40 widening from Breakaway Trails to Williamson Blvd
- 4477121 - Construction (CST) funding for the Pioneer Trail/Tomoka Farms Rd Roundabout
- 4471181 – Construction (CST) funding for the SR5/US 1 Bridge over Pellicer Creek Bridge
- 4344111 – Construction (CST) funding for the SR 400 (I-4) from West of CR 4139 to SR 44 Resurfacing
- 4398652 - Construction (CST) funding for the St John's River to Sea Loop Trail from Ridge Blvd to Beville Rd

**Advanced/Deferred Projects include:**

- 4409061 - Navy Canal Trail from Museum Blvd to Clyde Morris Blvd (Deferred)



Fiscal Constraint	2022	2023	2024	2025	2026
<b>Planned Expenditures</b> (See Adopted TIP - Total Programmed Project Estimates)	\$176.5M	\$150.9M	\$122.5M	\$55.9M	\$61.0M
<b>Revenue Projections</b> (Tentative Work Program - FDOT Fund Summary)	\$176.5M	\$150.9M	\$122.5M	\$57.6M	\$64.4M

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>ACBR - ADVANCE CONSTRUCTION (BRT)</b>							
4471171	SR 5/US 1 NB over Turnbull Creek Bridge Replacement	1,030,000	0	0	0	3,978,251	5,008,251
4471181	SR 5/US 1 OVER PELLICER CREEK BRIDGE	1,550,000	0	0	0	9,262,615	10,812,615
<b>Total</b>		<b>2,580,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,240,866</b>	<b>15,820,866</b>
<b>ACBZ - ADVANCE CONSTRUCTION (BRTZ)</b>							
4379351	Barracuda Blvd from Quay Assisi to the Middle Way	3,212,565	31,750	0	0	0	3,244,315
4379361	Fifth Street Bridge from S Riverside Dr to Commodore	723,020	0	0	0	0	723,020
<b>Total</b>		<b>3,935,585</b>	<b>31,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,967,335</b>
<b>ACFP - AC FREIGHT PROG (NFP)</b>							
4362921	I-95 Interchange at Pioneer Trail	2,684,000	891,949	500,000	98,000	0	4,173,949
<b>Total</b>		<b>2,684,000</b>	<b>891,949</b>	<b>500,000</b>	<b>98,000</b>	<b>0</b>	<b>4,173,949</b>
<b>ACNP - ADVANCE CONSTRUCTION NHPP</b>							
2408361	SR 40 from SR 15/US 17 to SR 11	0	0	0	1,075,000	0	1,075,000
4344111	SR 400 (I-4) from West of CR 4139 to SR 44	11,607,036	0	0	0	0	11,607,036
<b>Total</b>		<b>11,607,036</b>	<b>0</b>	<b>0</b>	<b>1,075,000</b>	<b>0</b>	<b>12,682,036</b>
<b>ACSA - ADVANCE CONSTRUCTION (SA)</b>							
4379361	Fifth Street Bridge from S Riverside Dr to Commodore	1,216,837	0	0	0	0	1,216,837
4391241	SR A1A RESURFACING	873,000	0	0	0	0	873,000
4452191	SR 100 RESURFACING	1,528,000	0	0	0	0	1,528,000
4453011	SR 15 / 600 (US 17/29) RESURFACING	1,175,000	0	0	0	0	1,175,000
4476981	SR 600 at the Intersection of Lockhart St	907,000	0	0	0	0	907,000
4484561	I-95 Interchange at LPGa Blvd	1,300,000	0	0	0	0	1,300,000
<b>Total</b>		<b>6,999,837</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,999,837</b>
<b>ACSS - Advance Construction (SS)</b>							
4413891	Amelia Ave from Voorhis Ave to Ohio Ave	2,149,612	0	0	0	0	2,149,612

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>ACSS - Advance Construction (SS)</b>							
4435121	A1A from Millsap Drive to State Road 40	2,617,161	0	0	0	0	2,617,161
4435451	Graves Ave from Veterans Memorial Pkwy to Kentucky	955,859	0	0	0	0	955,859
4456901	SR A1A from N of Ocean Marina Dr to S of Westmayer	0	1,314,972	0	0	0	1,314,972
4457161	US 17 from SR 15A/CR 15A to Ponce DeLeon Blvd	0	0	4,257,077	0	0	4,257,077
4476981	SR 600 at the Intersection of Lockhart St	0	0	0	0	531,412	531,412
<b>Total</b>		<b>5,722,632</b>	<b>1,314,972</b>	<b>4,257,077</b>	<b>0</b>	<b>531,412</b>	<b>11,826,093</b>
<b>ACSU - ADVANCE CONSTRUCTION (SU)</b>							
4389801	Old New York Av from Railroad to SR 44 (Pave	1,664,684	0	0	0	0	1,664,684
4389821	US 1/SR 5 from 6th Street to Flomich Street	485,252	0	0	0	0	485,252
4432362	Derbyshire Sidewalks Phase II	849,358	0	0	0	0	849,358
4484561	I-95 Interchange at LPGA Blvd	250,000	0	0	0	0	250,000
<b>Total</b>		<b>3,249,294</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,249,294</b>
<b>BNIR - INTRASTATE R/W &amp; BRIDGE BONDS</b>							
2408361	SR 40 from SR 15/US 17 to SR 11	0	1,477,000	1,220,834	0	550,000	3,247,834
2408371	SR 40 from W of SR 11 to W of Cone Road	0	1,170,000	700,000	0	220,000	2,090,000
4362921	I-95 Interchange at Pioneer Trail	0	240,051	0	0	0	240,051
<b>Total</b>		<b>0</b>	<b>2,887,051</b>	<b>1,920,834</b>	<b>0</b>	<b>770,000</b>	<b>5,577,885</b>
<b>BRRP - STATE BRIDGE REPAIR &amp; REHAB</b>							
4471341	SR5 / US1 DECK & GUNITE REPAIRS FOR BRIDGES	374,818	0	0	0	0	374,818
4471401	SR 40 BRIDGE 790132 FENDER REHAB	1,056,635	0	0	0	0	1,056,635
<b>Total</b>		<b>1,431,453</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,431,453</b>
<b>D - UNRESTRICTED STATE PRIMARY</b>							
2441721	City of Bunnell Memorandum of Agreement	56,704	56,704	56,704	56,704	56,704	283,520
2445831	City of Ormond Beach Maintenance Agreement	127,138	173,000	173,000	173,000	0	646,138

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>D - UNRESTRICTED STATE PRIMARY</b>							
2446071	City of Daytona Beach Memorandum of Agreement	267,015	267,015	267,015	267,015	267,015	<b>1,335,075</b>
2446081	City of Port Orange Memorandum of Agreement	0	196,731	0	0	0	<b>196,731</b>
2446211	City of Edgewater Memorandum of Agreement	0	152,265	0	0	0	<b>152,265</b>
2446451	City of South Daytona Memorandum of Agreement	23,820	23,820	23,820	23,820	23,820	<b>119,100</b>
2449121	City of Holly Hill Memorandum of Agreement	25,032	29,032	29,032	29,032	29,032	<b>141,160</b>
4033912	City of DeBary Memorandum of Agreement	0	97,233	0	0	0	<b>97,233</b>
4136155	Lighting Agreements	79,564	81,949	84,408	86,940	89,548	<b>422,409</b>
4136158	Lighting Agreements	1,123,894	1,144,704	1,179,041	1,214,422	1,250,845	<b>5,912,906</b>
4149791	City of Flagler Beach Memorandum of Agreement	28,144	28,144	28,144	28,144	28,144	<b>140,720</b>
4157491	Orange City Memorandum of Agreement	72,504	0	0	75,000	0	<b>147,504</b>
4165921	New Smyrna Beach MOA	0	102,780	0	0	0	<b>102,780</b>
4172601	City of Oak Hill Memorandum of Agreement	0	143,442	0	0	0	<b>143,442</b>
4173621	City of DeLand Memorandum of Agreement	0	85,854	0	0	0	<b>85,854</b>
4173641	City of Palm Coast Memorandum of Agreement	95,000	95,000	95,000	95,000	95,000	<b>475,000</b>
4181051	Flagler Roadways Primary In-House Maintenance	168,565	168,565	168,565	168,565	168,565	<b>842,825</b>
4181131	Volusia Primary In-House Maintenance	3,009,686	3,009,686	2,889,686	2,889,686	2,889,686	<b>14,688,430</b>
4254552	Sidewalk/Concrete Repairs; Performance Various	129,000	129,000	129,000	129,000	129,000	<b>645,000</b>
4279861	Drainage Maintenance and Repair	5,079,356	0	0	0	0	<b>5,079,356</b>
4280031	Volusia Performance Aesthetics	528,000	528,000	550,000	550,000	0	<b>2,156,000</b>
4416821	Concrete Repairs at Various Locations	1,928,600	0	0	0	0	<b>1,928,600</b>
4481851	KEPLER COMPLEX ROOF METAL SCREWS	25,000	0	0	0	0	<b>25,000</b>
4482041	DELAND DISTRICT HQ OFFICE WALLPAPER	40,000	0	0	0	0	<b>40,000</b>
4482051	DELAND DISTRICT HQ OFFICE WINDOW TINTING	25,000	0	0	0	0	<b>25,000</b>
<b>Total</b>		<b>12,832,022</b>	<b>6,512,924</b>	<b>5,673,415</b>	<b>5,786,328</b>	<b>5,027,359</b>	<b>35,832,048</b>

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
4102511	SR 15 (US 17) Widening - DeLeon Springs to SR 40	4,036,512	0	0	0	0	<b>4,036,512</b>
4197722	I-95 INTERCHANGE AT SR 5 (US 1)	0	0	0	0	3,300,000	<b>3,300,000</b>
4226271	SR 600 (US 92) from I-4 East Bound Ramp to Tomoka	2,300,000	5,150,000	1,300,000	0	0	<b>8,750,000</b>
4333071	Volusia-Block Grant Operating Assist for Fixed Rt	363,885	0	0	0	0	<b>363,885</b>
4344111	SR 400 (I-4) from West of CR 4139 to SR 44	300,050	0	0	0	0	<b>300,050</b>
4362921	I-95 Interchange at Pioneer Trail	3,097,848	0	0	0	0	<b>3,097,848</b>
4363661	SR 44 Traffic Signals from Palmetto St to Live Oak St	25,650	0	0	0	0	<b>25,650</b>
4370231	Volusia - DeLand Muni Rehabilitate Runway 5-23	0	0	0	1,120,000	0	<b>1,120,000</b>
4370253	Flagler-Flagler Co Terminal Building	0	880,000	0	0	0	<b>880,000</b>
4371211	US 1/Park Av from S of Park Av to N of Park Av	150,000	0	0	0	0	<b>150,000</b>
4371331	SR 15/600/US 17-92 Drainage Improvements	0	1,588,628	0	0	0	<b>1,588,628</b>
4379421	US 92 (SR 600) from the Halifax River Bridge to SR	5,700,000	13,634,410	1,780,000	272,786	0	<b>21,387,196</b>
4379422	US 92 (SR 600) FROM THE HALIFAX RIVER BRIDGE	0	0	0	794,171	0	<b>794,171</b>
4384051	Daytona Bch Int'l Airport Runway 7R-25L Rehabilitation	250,000	2,000,000	0	0	0	<b>2,250,000</b>
4384114	Volusia - Daytona Beach International Innovative	150,000	0	0	0	0	<b>150,000</b>
4384121	Volusia - Daytona Bch Int'l Taxiway "S" Rehabilitation	200,000	0	0	0	0	<b>200,000</b>
4384162	DeLand Municipal - Sidney H Taylor Field Construction	400,000	500,000	0	0	0	<b>900,000</b>
4384163	DeLand Municipal - Sidney H Taylor Field Construction	0	0	0	0	960,000	<b>960,000</b>
4384371	Flagler - Flagler Co Aircraft Parking Apron Expansion	1,520,000	0	0	0	0	<b>1,520,000</b>
4384701	Volusia - New Smyrna Construct Hangars	0	640,000	0	0	0	<b>640,000</b>
4384901	Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E"	320,000	0	0	0	0	<b>320,000</b>
4389821	US 1/SR 5 from 6th Street to Flomich Street	117,990	0	0	0	0	<b>117,990</b>
4391241	SR A1A RESURFACING	0	0	3,338,218	0	0	<b>3,338,218</b>
4398622	Titusville to Edgewater Trail from Roberts Rd to Dale	0	1,001,337	0	0	0	<b>1,001,337</b>

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
4398641	St Johns River to Sea Loop Myrtle Av from 10th St to	77,500	0	0	0	0	<b>77,500</b>
4398652	SJR2C LOOP TRAIL - PALMETTO AVE	0	0	50,000	0	0	<b>50,000</b>
4398741	St Johns River to Sea Loop from Lake Beresford Park to	0	1,150,637	0	0	0	<b>1,150,637</b>
4407701	Volusia - Deland Muni Taxiway	0	700,000	0	0	0	<b>700,000</b>
4407741	Flagler Co Airport Hangar	0	300,000	1,200,000	0	1,500,000	<b>3,000,000</b>
4407841	Volusia - Daytona Bch Int'l Runway Safety Area	300,000	150,000	0	0	0	<b>450,000</b>
4411321	SR 442/Indian River Blvd from SR 9 (I-95) to SR 5	10,899,084	0	0	0	0	<b>10,899,084</b>
4411341	SR 15A/N Spring Garden Ave from 500 Ft S of	1,970,006	0	0	0	0	<b>1,970,006</b>
4424571	Volusia-Block Grant Operating Assistance Sec 5307	0	352,858	350,975	349,830	347,632	<b>1,401,295</b>
4424901	Volusia - Deland Muni Security	240,000	0	0	0	0	<b>240,000</b>
4424911	Volusia - Ormond Beach Muni Business Park	0	400,000	0	0	0	<b>400,000</b>
4424931	Volusia - Daytona Bch Intl Airfield Improvements	150,000	0	500,000	0	0	<b>650,000</b>
4424941	Volusia - New Smyrna Bch Muni Airfield Improvements	104,000	520,000	0	0	0	<b>624,000</b>
4428741	SR A1A Resurfacing from N of SR 40 to N of Roberta	0	828,968	0	0	0	<b>828,968</b>
4428841	SR A1A Resurfacing from Broadway St to Milsap Rd	0	1,262,705	0	0	0	<b>1,262,705</b>
4429061	SR 400 from CR 4009 (Williamson Blvd) To East of	0	3,421,996	0	0	0	<b>3,421,996</b>
4429071	SR 415 Resurfacing from Acorn Lake Rd to SR 44	0	995,590	0	0	0	<b>995,590</b>
4434331	SR 600 (US 92) from Alabama Ave to 640 ft E of CR	1,132,458	0	0	0	0	<b>1,132,458</b>
4435121	A1A from Millsap Drive to State Road 40	1,026,000	0	0	0	0	<b>1,026,000</b>
4438131	SR 5/US 1 from Brevard/Volusia County Line to South	4,372,434	0	0	0	0	<b>4,372,434</b>
4438151	SR 40 from East of Rodeo Rd to Bayberry Dr	1,316,471	0	0	0	0	<b>1,316,471</b>
4448711	Flagler - Flagler Co Pavement Extension	0	0	0	1,200,000	0	<b>1,200,000</b>
4448791	Volusia - Daytona Bch Intl Replace Centrifugal Chillers	0	0	1,268,833	2,500,000	3,000,000	<b>6,768,833</b>
4448811	Volusia - New Smyrna Hangar	0	0	1,600,000	0	0	<b>1,600,000</b>



### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
4448821	Voluisa - Ormond Bch Replace AWOS	0	140,000	0	0	0	140,000
4452081	SR 600/US 92 Resurfacing from Educators Rd to	0	4,084,224	0	0	0	4,084,224
4452161	SR 5/US 1 RESURFACING	0	0	1,516,362	0	0	1,516,362
4452191	SR 100 RESURFACING	0	0	5,495,501	0	0	5,495,501
4453001	SR 44 Resurfacing from North Hill Ave to EB I-4	0	4,888,581	0	0	0	4,888,581
4453011	SR 15 / 600 (US 17/29) RESURFACING	0	0	940,283	0	0	940,283
4465441	SR A1A @ WILLIAMS AVE SIGNAL	0	576,972	0	0	0	576,972
4466831	NEW SMYRNA BEACH MUNICIPAL AIRPORT	540,000	0	0	0	0	540,000
4471051	SR 40 Resurfacing	606,000	0	183,720	0	0	789,720
4484561	I-95 Interchange at LPGA Blvd	0	0	0	0	4,890,000	4,890,000
<b>Total</b>		<b>41,665,888</b>	<b>45,166,906</b>	<b>19,523,892</b>	<b>6,236,787</b>	<b>13,997,632</b>	<b>126,591,105</b>
<b>DI - ST. - S/W INTER/INTRASTATE HWY</b>							
2408371	SR 40 from W of SR 11 to W of Cone Road	0	0	0	420,000	0	420,000
4289471	SR 40 Widening	0	2,750,000	0	0	0	2,750,000
<b>Total</b>		<b>0</b>	<b>2,750,000</b>	<b>0</b>	<b>420,000</b>	<b>0</b>	<b>3,170,000</b>
<b>DIH - STATE IN-HOUSE PRODUCT SUPPORT</b>							
2408361	SR 40 from SR 15/US 17 to SR 11	0	70,000	70,000	70,000	0	210,000
2408371	SR 40 from W of SR 11 to W of Cone Road	0	70,000	70,000	70,000	0	210,000
4197722	I-95 INTERCHANGE AT SR 5 (US 1)	0	0	0	0	50,000	50,000
4226271	SR 600 (US 92) from I-4 East Bound Ramp to Tomoka	40,100	40,100	40,000	0	0	120,200
4289471	SR 40 Widening	0	0	0	40,000	40,000	80,000
4371331	SR 15/600/US 17-92 Drainage Improvements	77,960	0	0	0	0	77,960
4379421	US 92 (SR 600) from the Halifax River Bridge to SR	94,000	102,540	0	0	0	196,540
4379422	US 92 (SR 600) FROM THE HALIFAX RIVER BRIDGE	0	0	0	11,150	0	11,150

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>DIH - STATE IN-HOUSE PRODUCT SUPPORT</b>							
4391241	SR A1A RESURFACING	10,000	0	10,830	0	0	20,830
4398641	St Johns River to Sea Loop Myrtle Av from 10th St to	26,000	0	11,110	0	0	37,110
4398741	St Johns River to Sea Loop from Lake Beresford Park to	0	10,810	0	0	0	10,810
4411321	SR 442/Indian River Blvd from SR 9 (I-95) to SR 5	10,260	0	0	0	0	10,260
4411341	SR 15A/N Spring Garden Ave from 500 Ft S of	10,260	0	0	0	0	10,260
4428741	SR A1A Resurfacing from N of SR 40 to N of Roberta	0	10,540	0	0	0	10,540
4428841	SR A1A Resurfacing from Broadway St to Milsap Rd	0	10,540	0	0	0	10,540
4429061	SR 400 from CR 4009 (Williamson Blvd) To East of	0	10,540	0	0	0	10,540
4429071	SR 415 Resurfacing from Acorn Lake Rd to SR 44	0	10,540	0	0	0	10,540
4434331	SR 600 (US 92) from Alabama Ave to 640 ft E of CR	10,260	0	0	0	0	10,260
4438131	SR 5/US 1 from Brevard/Volusia County Line to South	10,260	0	0	0	0	10,260
4438151	SR 40 from East of Rodeo Rd to Bayberry Dr	10,260	0	0	0	0	10,260
4452081	SR 600/US 92 Resurfacing from Educators Rd to	0	10,540	0	0	0	10,540
4452161	SR 5/US 1 RESURFACING	0	0	10,830	0	0	10,830
4452191	SR 100 RESURFACING	10,000	0	10,000	0	0	20,000
4453001	SR 44 Resurfacing from North Hill Ave to EB I-4	0	10,540	0	0	0	10,540
4453011	SR 15 / 600 (US 17/29) RESURFACING	10,000	0	10,000	0	0	20,000
4465441	SR A1A @ WILLIAMS AVE SIGNAL	0	81,157	0	0	0	81,157
4465581	SR-472 AND MINNESOTA AVE INTERSECTION	0	10,540	0	0	0	10,540
4468261	I-95 (SR 9) @ MAYTOWN ROAD NEW	0	50,000	0	0	0	50,000
4471051	SR 40 Resurfacing	10,000	0	10,000	0	0	20,000
4471341	SR5 / US1 DECK & GUNITE REPAIRS FOR BRIDGES	2,052	0	0	0	0	2,052
4471401	SR 40 BRIDGE 790132 FENDER REHAB	2,052	0	0	0	0	2,052
4484561	I-95 Interchange at LPGA Blvd	0	0	0	0	50,000	50,000

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>DIH - STATE IN-HOUSE PRODUCT SUPPORT</b>							
<b>Total</b>		<b>333,464</b>	<b>498,387</b>	<b>242,770</b>	<b>191,150</b>	<b>140,000</b>	<b>1,405,771</b>
<b>DPTO - STATE - PTO</b>							
4302851	Volusia - Votran Increase Headways Routes 3, 4, 7, 11	783,614	807,124	831,338	856,277	874,159	<b>4,152,512</b>
4315381	VOLUSIA-DAYTONA BCH CONSTRUCT TERMINAL	300,000	0	0	0	0	<b>300,000</b>
4333071	Volusia-Block Grant Operating Assist for Fixed Rt	2,177,751	0	0	0	0	<b>2,177,751</b>
4370231	Volusia - DeLand Muni Rehabilitate Runway 5-23	0	0	220,000	0	0	<b>220,000</b>
4384101	Volusia - Daytona Bch Int'l Emergency Response	0	0	100,000	0	0	<b>100,000</b>
4384141	Daytona Bch Int'l Airport Runway 16-34 & Assoc	0	0	0	150,000	0	<b>150,000</b>
4384162	DeLand Municipal - Sidney H Taylor Field Construction	0	0	900,000	0	0	<b>900,000</b>
4384901	Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E"	0	0	560,000	0	0	<b>560,000</b>
4407981	River to Sea TPO Urban Area Planning Studies	38,088	38,579	39,084	46,219	46,219	<b>208,189</b>
4408031	Flagler County Public Transportation Program 25 Block	266,660	0	0	0	0	<b>266,660</b>
4420652	Central FI Commuter Rail Sys Positive Train Control	4,750,000	0	0	0	0	<b>4,750,000</b>
4424521	Flagler-Block Grant Operating Assistance SEC 5307	0	177,348	282,899	291,386	300,128	<b>1,051,761</b>
4424571	Volusia-Block Grant Operating Assistance Sec 5307	0	2,243,084	2,310,376	2,379,687	2,451,078	<b>9,384,225</b>
4424911	Volusia - Ormond Beach Muni Business Park	0	0	700,000	1,000,000	0	<b>1,700,000</b>
4425661	Central FI Commuter Rail System Capital for State of	2,750,000	0	0	0	0	<b>2,750,000</b>
4448791	Volusia - Daytona Bch Intl Replace Centrifugal Chillers	0	0	731,167	0	0	<b>731,167</b>
4448811	Volusia - New Smyrna Hangar	0	0	0	1,000,000	2,000,000	<b>3,000,000</b>
<b>Total</b>		<b>11,066,113</b>	<b>3,266,135</b>	<b>6,674,864</b>	<b>5,723,569</b>	<b>5,671,584</b>	<b>32,402,265</b>
<b>DS - STATE PRIMARY HIGHWAYS &amp; PTO</b>							
4197722	I-95 INTERCHANGE AT SR 5 (US 1)	2,000,000	0	0	0	0	<b>2,000,000</b>
4428741	SR A1A Resurfacing from N of SR 40 to N of Roberta	0	3,104,331	0	0	0	<b>3,104,331</b>
4428841	SR A1A Resurfacing from Broadway St to Milsap Rd	0	9,432,354	0	0	0	<b>9,432,354</b>

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>DS - STATE PRIMARY HIGHWAYS &amp; PTO</b>							
4429071	SR 415 Resurfacing from Acorn Lake Rd to SR 44	0	6,595,112	0	0	0	<b>6,595,112</b>
4434331	SR 600 (US 92) from Alabama Ave to 640 ft E of CR	4,985,319	0	0	0	0	<b>4,985,319</b>
4438131	SR 5/US 1 from Brevard/Volusia County Line to South	1,539,622	0	0	0	0	<b>1,539,622</b>
4452161	SR 5/US 1 RESURFACING	0	0	10,753,801	0	0	<b>10,753,801</b>
4452191	SR 100 RESURFACING	0	0	982,743	0	0	<b>982,743</b>
4453011	SR 15 / 600 (US 17/29) RESURFACING	0	0	7,196,587	0	0	<b>7,196,587</b>
4465581	SR-472 AND MINNESOTA AVE INTERSECTION	0	817,186	0	0	0	<b>817,186</b>
4471051	SR 40 Resurfacing	0	0	1,343,848	0	0	<b>1,343,848</b>
<b>Total</b>		<b>8,524,941</b>	<b>19,948,983</b>	<b>20,276,979</b>	<b>0</b>	<b>0</b>	<b>48,750,903</b>
<b>DU - STATE PRIMARY/FEDERAL REIMB</b>							
4333111	Volusia - Section 5311 Rural Transportation	342,226	0	0	0	0	<b>342,226</b>
4353941	Flagler County Public Transit FTA Sec. 5311 Operating	71,901	75,496	79,270	83,234	87,396	<b>397,297</b>
4369451	5310 Operating Assistance	126,135	0	0	0	0	<b>126,135</b>
4369452	5312 OPERATING ASSISTANCE FOR FLAGLER CO	19,147	0	0	0	0	<b>19,147</b>
4407981	River to Sea TPO Urban Area Planning Studies	304,699	308,625	312,669	369,749	369,749	<b>1,665,491</b>
4424621	Volusia-Votran Section 5311 Rural Transportation	0	359,337	377,304	396,169	415,978	<b>1,548,788</b>
<b>Total</b>		<b>864,108</b>	<b>743,458</b>	<b>769,243</b>	<b>849,152</b>	<b>873,123</b>	<b>4,099,084</b>
<b>DWS - WEIGH STATIONS - STATE 100%</b>							
4419903	FLAGLER MAINLINE WEIGH IN MOTION (WIM)	0	0	3,337,114	0	0	<b>3,337,114</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>3,337,114</b>	<b>0</b>	<b>0</b>	<b>3,337,114</b>
<b>FAA - FEDERAL AVIATION ADMIN</b>							
4384114	Volusia - Daytona Beach International Innovative	2,700,000	0	0	0	0	<b>2,700,000</b>
4384121	Volusia - Daytona Bch Int'l Taxiway "S" Rehabilitation	3,600,000	0	0	0	0	<b>3,600,000</b>
4384141	Daytona Bch Int'l Airport Runway 16-34 & Assoc	0	0	0	2,700,000	0	<b>2,700,000</b>

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>FAA - FEDERAL AVIATION ADMIN</b>							
4384901	Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E"	3,600,000	0	6,300,000	0	0	9,900,000
4407841	Volusia - Daytona Bch Int'l Runway Safety Area	0	2,700,000	0	0	0	2,700,000
4424931	Volusia - Daytona Bch Intl Airfield Improvements	2,700,000	0	9,000,000	0	0	11,700,000
4424941	Volusia - New Smyrna Bch Muni Airfield Improvements	1,170,000	5,850,000	0	0	0	7,020,000
<b>Total</b>		<b>13,770,000</b>	<b>8,550,000</b>	<b>15,300,000</b>	<b>2,700,000</b>	<b>0</b>	<b>40,320,000</b>
<b>FCO - Primary/Fixed Capital Outlay</b>							
4481831	KEPLER COMPLEX FUEL ISLAND CANOPY	100,000	0	0	0	0	100,000
4481841	KEPLER COMPLEX ROOF FLASHING REPAIR - 1ST	50,000	0	0	0	0	50,000
4482031	DELAND DISTRICT HQ OFFICE VARIABLE AIRFLOW	46,000	0	0	0	0	46,000
<b>Total</b>		<b>196,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>196,000</b>
<b>FTA - FEDERAL TRANSIT ADMINISTRATION</b>							
4315331	Volusia - Section 5307 Capital for Fixed Route	8,487,200	8,741,816	9,004,070	9,274,192	0	35,507,278
4481711	Volusia - Votran Section 5339 Small Urban Fixed Route	343,052	0	0	0	0	343,052
4481721	Volusia County Votran Section 5339 Large Urban	650,331	0	0	0	0	650,331
<b>Total</b>		<b>9,480,583</b>	<b>8,741,816</b>	<b>9,004,070</b>	<b>9,274,192</b>	<b>0</b>	<b>36,500,661</b>
<b>FTAT - FHWA TRANSFER TO FTA (NON-BUD)</b>							
4352491	Volusia Votran Section 5307 Buses and Equipment (SU	1,649,869	1,599,870	1,591,347	1,584,687	1,576,186	8,001,959
<b>Total</b>		<b>1,649,869</b>	<b>1,599,870</b>	<b>1,591,347</b>	<b>1,584,687</b>	<b>1,576,186</b>	<b>8,001,959</b>
<b>LF - LOCAL FUNDS</b>							
4315331	Volusia - Section 5307 Capital for Fixed Route	2,121,800	2,185,545	2,251,018	2,318,548	0	8,876,911
4315381	VOLUSIA-DAYTONA BCH CONSTRUCT TERMINAL	300,000	0	0	0	0	300,000
4333071	Volusia-Block Grant Operating Assist for Fixed Rt	2,177,751	0	0	0	0	2,177,751
4333111	Volusia - Section 5311 Rural Transportation	342,226	0	0	0	0	342,226
4352491	Volusia Votran Section 5307 Buses and Equipment (SU	412,467	399,968	397,837	396,172	394,047	2,000,491

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>LF - LOCAL FUNDS</b>							
4353941	Flagler County Public Transit FTA Sec. 5311 Operating	71,901	75,496	79,270	83,234	87,396	<b>397,297</b>
4369451	5310 Operating Assistance	126,135	0	0	0	0	<b>126,135</b>
4369452	5312 OPERATING ASSISTANCE FOR FLAGLER CO	19,147	0	0	0	0	<b>19,147</b>
4370231	Volusia - DeLand Muni Rehabilitate Runway 5-23	0	0	55,000	280,000	0	<b>335,000</b>
4370253	Flagler-Flagler Co Terminal Building	0	220,000	0	0	0	<b>220,000</b>
4379351	Barracuda Blvd from Quay Assisi to the Middle Way	1,059,059	7,250	0	0	0	<b>1,066,309</b>
4379361	Fifth Street Bridge from S Riverside Dr to Commodore	639,019	0	0	0	0	<b>639,019</b>
4379421	US 92 (SR 600) from the Halifax River Bridge to SR	0	1,701,639	0	0	0	<b>1,701,639</b>
4384051	Daytona Bch Int'l Airport Runway 7R-25L Rehabilitation	250,000	2,000,000	0	0	0	<b>2,250,000</b>
4384101	Volusia - Daytona Bch Int'l Emergency Response	0	0	100,000	0	0	<b>100,000</b>
4384114	Volusia - Daytona Beach International Innovative	150,000	0	0	0	0	<b>150,000</b>
4384121	Volusia - Daytona Bch Int'l Taxiway "S" Rehabilitation	200,000	0	0	0	0	<b>200,000</b>
4384141	Daytona Bch Int'l Airport Runway 16-34 & Assoc	0	0	0	150,000	0	<b>150,000</b>
4384162	DeLand Municipal - Sidney H Taylor Field Construction	100,000	125,000	225,000	0	0	<b>450,000</b>
4384163	DeLand Municipal - Sidney H Taylor Field Construction	0	0	0	0	240,000	<b>240,000</b>
4384371	Flagler - Flagler Co Aircraft Parking Apron Expansion	380,000	0	0	0	0	<b>380,000</b>
4384701	Volusia - New Smyrna Construct Hangars	0	160,000	0	0	0	<b>160,000</b>
4384901	Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E"	80,000	0	140,000	0	0	<b>220,000</b>
4389801	Old New York Av from Railroad to SR 44 (Pave	40,000	0	0	0	0	<b>40,000</b>
4389811	Turnbull Bay Rd from Pioneer Trail to Sunset Drive	0	692,665	0	0	0	<b>692,665</b>
4407701	Volusia - Deland Muni Taxiway	0	175,000	0	0	0	<b>175,000</b>
4407741	Flagler Co Airport Hangar	0	300,000	1,200,000	0	1,500,000	<b>3,000,000</b>
4407841	Volusia - Daytona Bch Int'l Runway Safety Area	300,000	150,000	0	0	0	<b>450,000</b>
4407981	River to Sea TPO Urban Area Planning Studies	38,088	38,579	39,084	46,219	46,219	<b>208,189</b>

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>LF - LOCAL FUNDS</b>							
4408031	Flagler County Public Transportation Program 25 Block	266,660	0	0	0	0	<b>266,660</b>
4408531	Williamson Blvd/Hand Ave Pedestrian Improvements	39,333	0	0	0	0	<b>39,333</b>
4409061	Navy Canal Trail from Museum Blvd West to Clyde	0	0	0	0	599,624	<b>599,624</b>
4424521	Flagler-Block Grant Operating Assistance SEC 5307	0	177,348	282,899	291,386	300,128	<b>1,051,761</b>
4424571	Volusia-Block Grant Operating Assistance Sec 5307	0	2,243,084	2,310,376	2,379,687	2,451,078	<b>9,384,225</b>
4424621	Volusia-Votran Section 5311 Rural Transportation	0	359,337	377,304	396,169	415,978	<b>1,548,788</b>
4424901	Volusia - Deland Muni Security	60,000	0	0	0	0	<b>60,000</b>
4424911	Volusia - Ormond Beach Muni Business Park	0	400,000	700,000	1,000,000	0	<b>2,100,000</b>
4424931	Volusia - Daytona Bch Intl Airfield Improvements	150,000	0	500,000	0	0	<b>650,000</b>
4424941	Volusia - New Smyrna Bch Muni Airfield Improvements	28,000	130,000	0	0	0	<b>158,000</b>
4432362	Derbyshire Sidewalks Phase II	85,694	0	0	0	0	<b>85,694</b>
4439791	FORT SMITH BLVD PAVED SHOULDERS	0	264,848	0	0	0	<b>264,848</b>
4440331	PORT ORANGE SIDEWALK GAPS	0	11,348	0	0	0	<b>11,348</b>
4448711	Flagler - Flagler Co Pavement Extension	0	0	0	300,000	0	<b>300,000</b>
4448791	Volusia - Daytona Bch Intl Replace Centrifugal Chillers	0	0	2,000,000	2,500,000	3,000,000	<b>7,500,000</b>
4448811	Volusia - New Smyrna Hangar	0	0	400,000	250,000	500,000	<b>1,150,000</b>
4448821	Voluisa - Ormond Bch Replace AWOS	0	35,000	0	0	0	<b>35,000</b>
4450281	PROVIDENCE BLVD SHARED USE PATH	0	0	0	0	962,079	<b>962,079</b>
4450282	Providence Blvd from Perimeter Dr to Alexander Ave	367,739	0	0	0	0	<b>367,739</b>
4462851	WILLOW RUN BOULEVARD FROM HARMS WAYTO	0	11,900	0	0	0	<b>11,900</b>
4466831	NEW SMYRNA BEACH MUNICIPAL AIRPORT	135,000	0	0	0	0	<b>135,000</b>
4468261	I-95 (SR 9) @ MAYTOWN ROAD NEW	0	2,500,000	0	0	0	<b>2,500,000</b>
4470191	REED CANAL ROAD SIDEWALK	0	0	40,737	0	0	<b>40,737</b>
4475171	ST JOHNS RIVER TO SEA LOOP WAYFINDING	0	13,859	0	0	0	<b>13,859</b>

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>LF - LOCAL FUNDS</b>							
4477121	Pioneer Trail/Tomoka Farms Road Roundabout	0	0	265,000	0	0	265,000
4481711	Volusia - Votran Section 5339 Small Urban Fixed Route	85,763	0	0	0	0	85,763
4481721	Volusia County Votran Section 5339 Large Urban	162,582	0	0	0	0	162,582
4484561	I-95 Interchange at LPGA Blvd	250,000	0	0	0	0	250,000
4487721	WILLIAMSON BLVD/WILLOW RUN BLVD	0	19,718	0	0	0	19,718
<b>Total</b>		<b>10,438,364</b>	<b>14,397,584</b>	<b>11,363,525</b>	<b>10,391,415</b>	<b>10,496,549</b>	<b>57,087,437</b>
<b>LFP - LOCAL FUNDS FOR PARTICIPATING</b>							
4287791	SR 44 Corridor Improvements from W of SR 415 to E of	70,108	0	0	0	0	70,108
<b>Total</b>		<b>70,108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,108</b>
<b>NHRE - NAT HWY PERFORM - RESURFACING</b>							
4438131	SR 5/US 1 from Brevard/Volusia County Line to South	2,475,559	0	0	0	0	2,475,559
4438151	SR 40 from East of Rodeo Rd to Bayberry Dr	8,347,704	0	0	0	0	8,347,704
<b>Total</b>		<b>10,823,263</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,823,263</b>
<b>PFS - Proportionate Fair Share Funding</b>							
VC-2020-01	Williamson Boulevard Widening	767,000	289,000	0	0	0	1,056,000
<b>Total</b>		<b>767,000</b>	<b>289,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,056,000</b>
<b>PL - METRO PLAN (85% FA; 15% OTHER)</b>							
4393333	River to Sea TPO Urban Area FY 2020/21 - 2021/22	734,785	0	0	0	0	734,785
4393334	River to Sea TPO Urban Area FY 2022/2023-2023/2024	0	729,985	729,985	0	0	1,459,970
4393335	RIVER TO SEA TPO URBAN AREA FY	0	0	0	729,985	729,985	1,459,970
<b>Total</b>		<b>734,785</b>	<b>729,985</b>	<b>729,985</b>	<b>729,985</b>	<b>729,985</b>	<b>3,654,725</b>
<b>RHH - RAIL HIGHWAY X-INGS - HAZARD</b>							
4483811	LINCOLN AVE AT RR CROSSING #271920Y	4,159	0	0	0	0	4,159
<b>Total</b>		<b>4,159</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,159</b>



### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>RHP - RAIL HIGHWAY X-INGS - PROT DEV</b>							
4483811	LINCOLN AVE AT RR CROSSING #271920Y	124,321	0	0	0	0	124,321
4483831	10TH STREET AT RR CROSSING #273056X	154,750	0	0	0	0	154,750
<b>Total</b>		<b>279,071</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>279,071</b>
<b>SA - STP, ANY AREA</b>							
4410771	Volusia Pines Elementary & Ivy Hawn Charter School	0	5,000	0	0	0	5,000
4452191	SR 100 RESURFACING	0	0	4,545,548	0	0	4,545,548
<b>Total</b>		<b>0</b>	<b>5,000</b>	<b>4,545,548</b>	<b>0</b>	<b>0</b>	<b>4,550,548</b>
<b>SCRA - SMALL COUNTY RESURFACING</b>							
4442141	Apache Dr from Osceola Ave to 1st Ave & Osceola Ave	1,000,000	0	0	0	0	1,000,000
4469261	WESTMAYER PLACE	0	0	50,000	0	0	50,000
4469301	JUNGLE HUT ROAD	0	0	0	120,000	0	120,000
4469311	ARMAND BEACH DRIVE	100,000	0	0	0	0	100,000
4469381	SEASCAPE DRIVE ROAD RECONSTRUCTION	50,000	0	0	400,000	0	450,000
<b>Total</b>		<b>1,150,000</b>	<b>0</b>	<b>50,000</b>	<b>520,000</b>	<b>0</b>	<b>1,720,000</b>
<b>SR2T - SAFE ROUTES - TRANSFER</b>							
4410771	Volusia Pines Elementary & Ivy Hawn Charter School	0	631,450	0	0	0	631,450
4433941	CAMPBELL MIDDLE SCHOOL & TURIE T. SMALL	171,177	0	952,143	0	0	1,123,320
<b>Total</b>		<b>171,177</b>	<b>631,450</b>	<b>952,143</b>	<b>0</b>	<b>0</b>	<b>1,754,770</b>
<b>STED - 2012 SB1998-STRATEGIC ECON COR</b>							
4289471	SR 40 Widening	0	0	0	2,070,000	1,660,000	3,730,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>2,070,000</b>	<b>1,660,000</b>	<b>3,730,000</b>
<b>SU - STP, URBAN AREAS &gt; 200K</b>							
4046181	River to Sea TPO Bike/Pedestrian SU/TALU Set-Aside	81,763	128,731	969,752	1,735,341	0	2,915,587
4204331	River to Sea TPO Traffic Ops Set-aside Reserve	0	528,447	0	1,650,166	926,117	3,104,730

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>SU - STP, URBAN AREAS &gt; 200K</b>							
4352491	Volusia Votran Section 5307 Buses and Equipment (SU	1,649,869	1,599,870	1,591,347	1,584,687	1,576,186	<b>8,001,959</b>
4389801	Old New York Av from Railroad to SR 44 (Pave	70,916	0	0	0	0	<b>70,916</b>
4389811	Turnbull Bay Rd from Pioneer Trail to Sunset Drive	0	1,710,530	0	0	0	<b>1,710,530</b>
4389821	US 1/SR 5 from 6th Street to Flomich Street	2,196,087	57,150	0	0	0	<b>2,253,237</b>
4393333	River to Sea TPO Urban Area FY 2020/21 - 2021/22	200,000	0	0	0	0	<b>200,000</b>
4393334	River to Sea TPO Urban Area FY 2022/2023-2023/2024	0	200,000	200,000	0	0	<b>400,000</b>
4393335	RIVER TO SEA TPO URBAN AREA FY	0	0	0	200,000	200,000	<b>400,000</b>
4399712	FREEMONT AVENUE SIDEWALK	252,310	0	0	0	0	<b>252,310</b>
4409061	Navy Canal Trail from Museum Blvd West to Clyde	0	0	0	0	227,973	<b>227,973</b>
4439791	FORT SMITH BLVD PAVED SHOULDERS	0	834,252	0	0	0	<b>834,252</b>
4450281	PROVIDENCE BLVD SHARED USE PATH	0	0	0	0	2,196,385	<b>2,196,385</b>
4450282	Providence Blvd from Perimeter Dr to Alexander Ave	738,479	0	0	0	0	<b>738,479</b>
4462851	WILLOW RUN BOULEVARD FROM HARMS WAYTO	0	108,100	0	0	0	<b>108,100</b>
4470191	REED CANAL ROAD SIDEWALK	0	0	371,640	0	0	<b>371,640</b>
4477121	Pioneer Trail/Tomoka Farms Road Roundabout	0	0	2,016,426	0	0	<b>2,016,426</b>
<b>Total</b>		<b>5,189,424</b>	<b>5,167,080</b>	<b>5,149,165</b>	<b>5,170,194</b>	<b>5,126,661</b>	<b>25,802,524</b>
<b>TALU - TRANSPORTATION ALTS- &gt;200K</b>							
4046181	River to Sea TPO Bike/Pedestrian SU/TALU Set-Aside	0	3,461	0	59,574	0	<b>63,035</b>
4399712	FREEMONT AVENUE SIDEWALK	65,625	0	0	0	0	<b>65,625</b>
4408531	Williamson Blvd/Hand Ave Pedestrian Improvements	358,992	0	0	0	0	<b>358,992</b>
4440331	PORT ORANGE SIDEWALK GAPS	0	107,130	0	0	0	<b>107,130</b>
4450281	PROVIDENCE BLVD SHARED USE PATH	0	0	0	0	419,481	<b>419,481</b>
4475171	ST JOHNS RIVER TO SEA LOOP WAYFINDING	0	129,731	0	363,469	0	<b>493,200</b>
4477121	Pioneer Trail/Tomoka Farms Road Roundabout	0	0	421,323	0	0	<b>421,323</b>

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>TALU - TRANSPORTATION ALTS- &gt;200K</b>							
4487721	WILLIAMSON BLVD/WILLOW RUN BLVD	0	182,466	0	0	0	182,466
<b>Total</b>		<b>424,617</b>	<b>422,788</b>	<b>421,323</b>	<b>423,043</b>	<b>419,481</b>	<b>2,111,252</b>
<b>TLWR - 2015 SB2514A-TRAIL NETWORK (100% STATE)</b>							
4390396	Spr To Spr Trail Phase 3C W Highbanks Rd to DeBary	0	0	1,173,000	0	0	1,173,000
4398622	Titusville to Edgewater Trail from Roberts Rd to Dale	0	5,889,944	0	0	0	5,889,944
4398641	St Johns River to Sea Loop Myrtle Av from 10th St to	207,850	106,000	2,045,043	0	0	2,358,893
4398652	SJR2C LOOP TRAIL - PALMETTO AVE	0	0	0	1,986,175	0	1,986,175
4398741	St Johns River to Sea Loop from Lake Beresford Park to	0	7,935,791	0	0	0	7,935,791
<b>Total</b>		<b>207,850</b>	<b>13,931,735</b>	<b>3,218,043</b>	<b>1,986,175</b>	<b>0</b>	<b>19,343,803</b>
<b>TRIP - TRANS REGIONAL INCENTIVE PROGM</b>							
4420652	Central FI Commuter Rail Sys Positive Train Control	250,000	5,000,000	0	0	0	5,250,000
<b>Total</b>		<b>250,000</b>	<b>5,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,250,000</b>

5-Year Summary of Funding Source

Districtwide

Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
State	7,391,122	7,496,424	7,050,000	750,000	750,000	23,437,546
Total	7,391,122	7,496,424	7,050,000	750,000	750,000	23,437,546

## 5-Year Summary of Funding Source

### Flagler

<b>Funding Source</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
<b>Federal</b>	4,168,183	1,390,468	4,624,818	83,234	9,350,011	<b>19,616,714</b>
<b>Local</b>	863,843	772,844	1,562,169	674,620	1,887,524	<b>5,761,000</b>
<b>State</b>	3,384,637	1,787,710	27,421,119	2,446,739	2,238,089	<b>37,278,294</b>
<b>Total</b>	<b>8,416,663</b>	<b>3,951,022</b>	<b>33,608,106</b>	<b>3,204,593</b>	<b>13,475,624</b>	<b>62,656,008</b>

## 5-Year Summary of Funding Source

### Volusia

<b>Funding Source</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
<b>Federal</b>	76,001,257	27,439,650	38,595,083	21,821,019	13,147,703	<b>177,004,712</b>
<b>Local</b>	9,644,629	13,624,740	9,801,356	9,716,795	8,609,025	<b>51,396,545</b>
<b>State</b>	66,523,094	93,174,411	33,496,792	20,487,270	25,028,486	<b>238,710,053</b>
<b>Total</b>	<b>152,168,980</b>	<b>134,238,801</b>	<b>81,893,231</b>	<b>52,025,084</b>	<b>46,785,214</b>	<b>467,111,310</b>

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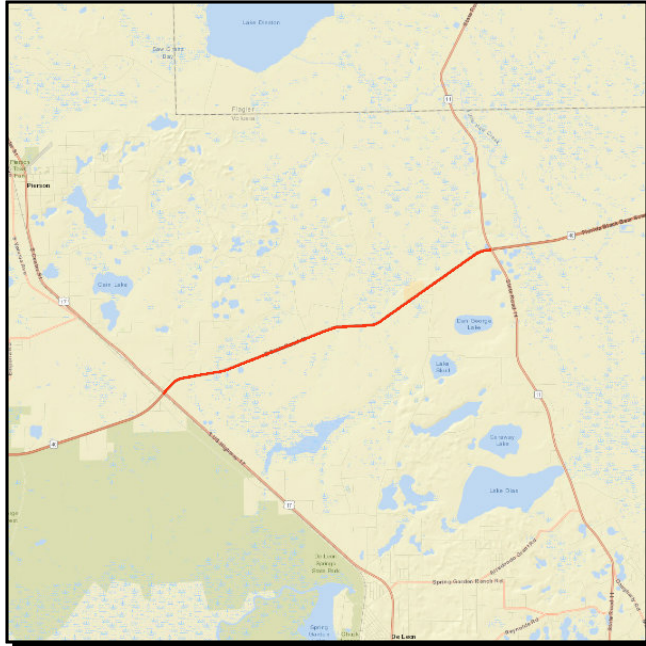
Section II - Roadway Capacity Projects

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2408361

SR 40 from SR 15/US 17 to SR 11

SIS



**Work Summary:** ADD LANES & RECONSTRUCT

**From:** SR 15 (US 17)

**To:** SR 11

**Lead Agency:** Florida Department of Transportation

**Length:** 6.376 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	BNIR	0	1,477,000	1,220,834	0	550,000	3,247,834
ROW	DIH	0	70,000	70,000	70,000	0	210,000
ROW	ACNP	0	0	0	1,075,000	0	1,075,000
<b>Total</b>		<b>0</b>	<b>1,547,000</b>	<b>1,290,834</b>	<b>1,145,000</b>	<b>550,000</b>	<b>4,532,834</b>

**Prior Cost < 2021/22:** 5,695,127

**Future Cost > 2025/26:** 189,183

**Total Project Cost:** 10,417,144

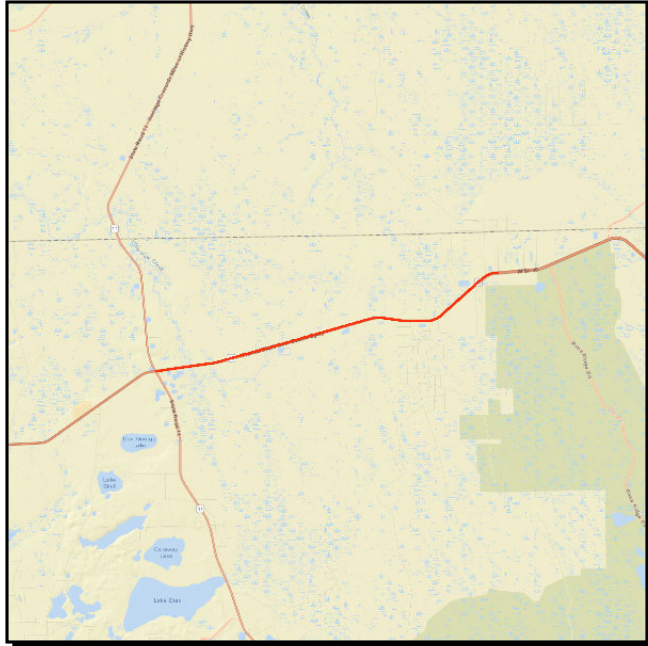
**Project Description:** Widen SR 40 from 2 lanes to 4 lanes between SR 15 (US 17) and SR 11. The total project cost is estimated to be approximately \$59,007,144. The construction cost is estimated to be approximately \$42,252,000. This project supports efforts to meet the adopted safety targets. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-20 (Table 6-12) and Appendix B)



2408371

SR 40 from W of SR 11 to W of Cone Road

SIS



**Work Summary:** ADD LANES & RECONSTRUCT

**From:** West of SR 11

**To:** West of Cone Rd

**Lead Agency:** Florida Department of Transportation

**Length:** 7.640 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	BNIR	0	1,170,000	700,000	0	220,000	2,090,000
ROW	DIH	0	70,000	70,000	70,000	0	210,000
ROW	DI	0	0	0	420,000	0	420,000
<b>Total</b>		<b>0</b>	<b>1,240,000</b>	<b>770,000</b>	<b>490,000</b>	<b>220,000</b>	<b>2,720,000</b>

**Prior Cost < 2021/22:** 6,679,682

**Future Cost > 2025/26:** 103,042

**Total Project Cost:** 9,502,724

**Project Description:** Widening SR 40 from 2 lanes to 4 between SR 11 and Cone Road. The total project cost is estimated to be approximately \$65,965,724. The construction cost is estimated to be approximately \$49,098,000. This project supports efforts to meet the adopted safety targets. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-20 (Table 6-12) and Appendix B)

4102511

SR 15 (US 17) Widening - DeLeon Springs to SR 40

SIS



**Work Summary:** ADD LANES & RECONSTRUCT

**From:** DeLeon Springs Boulevard

**To:** SR 40

**Lead Agency:** Florida Department of Transportation

**Length:** 6.848 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	DDR	4,036,512	0	0	0	0	4,036,512
<b>Total</b>		<b>4,036,512</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,036,512</b>

**Prior Cost < 2021/22:** 22,293,058

**Future Cost > 2025/26:** 0

**Total Project Cost:** 26,329,570

**Project Description:** Environmental study and right-of-way acquisition in preparation for widening US 17 (SR 15) from 2 to 4 lanes between DeLeon Springs Blvd and SR 40. This project supports efforts to meet the adopted safety targets. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-20 (Table 6-12) and Appendix B)

4197722

**I-95 INTERCHANGE AT SR 5 (US 1)**

**SIS**

No Map  
Available

**Work Summary:** PD&E/EMO STUDY

**From:**

**To:**

**Lead Agency:** Managed by FDOT

**Length:** 1.000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PDE	DS	2,000,000	0	0	0	0	2,000,000
PE	DIH	0	0	0	0	50,000	50,000
PE	DDR	0	0	0	0	3,300,000	3,300,000
<b>Total</b>		<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,350,000</b>	<b>5,350,000</b>

**Prior Cost < 2021/22:** 2,100,000

**Future Cost > 2025/26:** 0

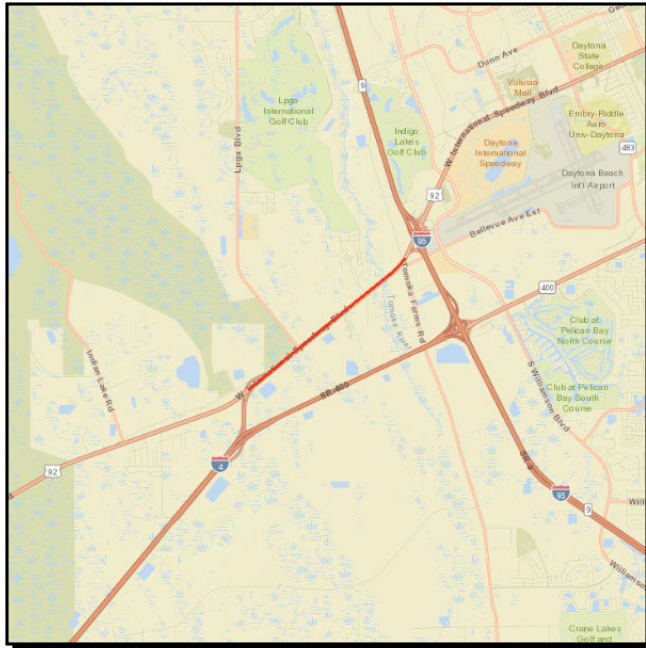
**Total Project Cost:** 7,450,000

**Project Description:** PD&E Study for Interchange improvements at I-95 and US 1. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-20 (Table 6-12) and Appendix B)

4226271

**SR 600 (US 92) from I-4 East Bound Ramp to Tomoka Farms Rd**

**Non-SIS**



**Work Summary:** ADD LANES & RECONSTRUCT

**From:** I-4 Eastbound Ramp to SR 600 (US 92)

**To:** CR 415 (Tomoka Farms Rd)

**Lead Agency:** Florida Department of Transportation

**Length:** 2.197 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	DIH	40,100	40,100	40,000	0	0	120,200
ROW	DDR	2,300,000	5,150,000	1,300,000	0	0	8,750,000
<b>Total</b>		<b>2,340,100</b>	<b>5,190,100</b>	<b>1,340,000</b>	<b>0</b>	<b>0</b>	<b>8,870,200</b>

**Prior Cost < 2021/22:** 5,096,676

**Future Cost > 2025/26:** 0

**Total Project Cost:** 13,966,876

**Project Description:** Widening SR 600 from 4 lanes to 6 between the I-4 eastbound off-ramp to SR 600 and Tomoka Farms Rd. This facility provides direct access to I-95 vicinity and into Daytona Beach attractions, and is a hurricane evacuation route from the coastal area. The total project cost is estimated to be approximately \$37,500,000. The ROW cost estimate is estimated to be approximately \$8,870,200 and the construction cost is estimated to be approximately \$32,000,000. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-21 (Table 6-13) and Appendix B)

4289471

SR 40 Widening

SIS



**Work Summary:** PD&E/EMO STUDY

**From:** Breakaway Trails

**To:** Williamson Blvd

**Lead Agency:** Florida Department of Transportation

**Length:** 2.460 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DI	0	2,750,000	0	0	0	2,750,000
ROW	DIH	0	0	0	40,000	40,000	80,000
ROW	STED	0	0	0	2,070,000	1,660,000	3,730,000
<b>Total</b>		<b>0</b>	<b>2,750,000</b>	<b>0</b>	<b>2,110,000</b>	<b>1,700,000</b>	<b>6,560,000</b>

**Prior Cost < 2021/22:** 588,672

**Future Cost > 2025/26:** 1,928,887

**Total Project Cost:** 9,077,559

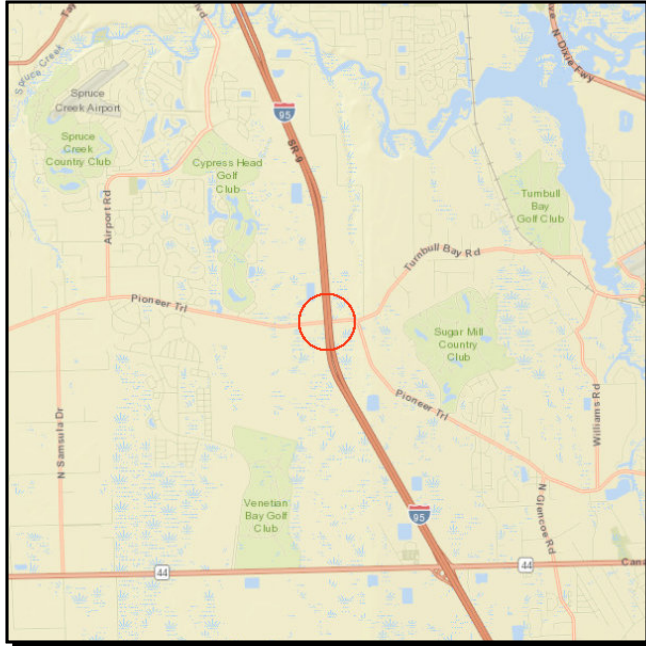
**Project Description:** PD&E/EMO Study for the six-lane of SR 40 from Breakaway Trail to Williamson Blvd. This facility provides direct access to I-95 and into the Ormond Beach area. It supports needed safety improvements, growth, and development in the area. The total project cost is estimated to be approximately \$33,000,000. The construction cost is estimated to be approximately \$22,990,000. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-20 (Table 6-12) and Appendix B)



4362921

I-95 Interchange at Pioneer Trail

SIS



**Work Summary:** INTERCHANGE (NEW) **From:** I-95 Interchange at Pioneer Trail

**To:**

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	ACFP	2,684,000	891,949	500,000	98,000	0	4,173,949
ENV	DDR	3,097,848	0	0	0	0	3,097,848
ROW	BNIR	0	240,051	0	0	0	240,051
<b>Total</b>		<b>5,781,848</b>	<b>1,132,000</b>	<b>500,000</b>	<b>98,000</b>	<b>0</b>	<b>7,511,848</b>

**Prior Cost < 2021/22:** 13,022,810

**Future Cost > 2025/26:** 0

**Total Project Cost:** 20,534,658

**Project Description:** This project involves a new interchange along Interstate 95 (I-95) at Pioneer Trail (County Road 4118) in Volusia County. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-20 (Table 6-12) and Appendix B)

4468261

I-95 (SR 9) @ MAYTOWN ROAD NEW INTERCHANGE

SIS



Work Summary: PD&E/EMO STUDY

From:

To:

Lead Agency: Managed by FDOT

Length: .050

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PDE	LF	0	2,500,000	0	0	0	2,500,000
PDE	DIH	0	50,000	0	0	0	50,000
Total		0	2,550,000	0	0	0	2,550,000

Prior Cost < 2021/22: 82

Future Cost > 2025/26: 0

Total Project Cost: 2,550,082

Project Description: I-95 at Maytown Road New Interchange. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-20 (Table 6-12) and Appendix B)

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Section III - Major Bridge Projects

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No Project Contained in this Section



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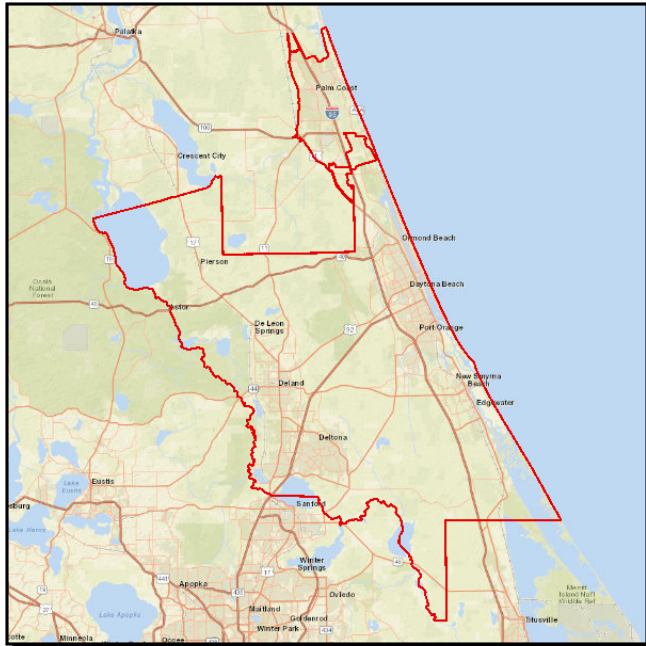
**Section IV - Traffic Operations, ITS & Safety Projects**

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4204331

River to Sea TPO Traffic Ops Set-aside Reserve

Non-SIS



**Work Summary:** TRAFFIC OPS IMPROVEMENT

**From:** throughout R2CTPO planning area

**To:**

**Lead Agency:** River to Sea TPO

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	528,447	0	1,650,166	926,117	3,104,730
<b>Total</b>		<b>0</b>	<b>528,447</b>	<b>0</b>	<b>1,650,166</b>	<b>926,117</b>	<b>3,104,730</b>

**Prior Cost < 2021/22:** 2,671,522

**Future Cost > 2025/26:** 0

**Total Project Cost:** 5,776,252

**Project Description:** Forty percent (40%) of SU funds received by the River to Sea TPO is set aside for traffic operations, intelligent transportation systems (ITS), and safety improvements. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4287791

**SR 44 Corridor Improvements from W of SR 415 to E of Mission Rd Non-SIS**



**Work Summary:** TRAFFIC OPS IMPROVEMENT

**From:** West of SR 415

**To:** East of Mission Rd

**Lead Agency:** Florida Department of Transportation

**Length:** 7.83 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LFP	70,108	0	0	0	0	70,108
<b>Total</b>		<b>70,108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,108</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 70,108

**Project Description:** Improvements for SR 44 from west of SR 415 to east of Mission Road based upon development needs being approved by the City of New Smyrna Beach. Improvements will consist of access management, signalization, and turn lanes. Project length: 7.83 miles. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4363661

SR 44 Traffic Signals from Palmetto St to Live Oak St

Non-SIS



**Work Summary:** TRAFFIC SIGNALS **From:** Palmetto St

**To:** Live Oak St

**Lead Agency:** Florida Department of Transportation

**Length:** 0.055 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	25,650	0	0	0	0	25,650
<b>Total</b>		<b>25,650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,650</b>

**Prior Cost < 2021/22:** 1,514,928

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,540,578

**Project Description:** Traffic signal upgrades on SR 44 from Palmetto Street to Live Oak Street. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4371211

US 1/Park Av from S of Park Av to N of Park Av

Non-SIS



**Work Summary:** TRAFFIC SIGNALS **From:** S of Park Av

**To:** N of Park Av

**Lead Agency:** Florida Department of Transportation

**Length:** 0.020 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	150,000	0	0	0	0	150,000
<b>Total</b>		<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>

**Prior Cost < 2021/22:** 421,490

**Future Cost > 2025/26:** 0

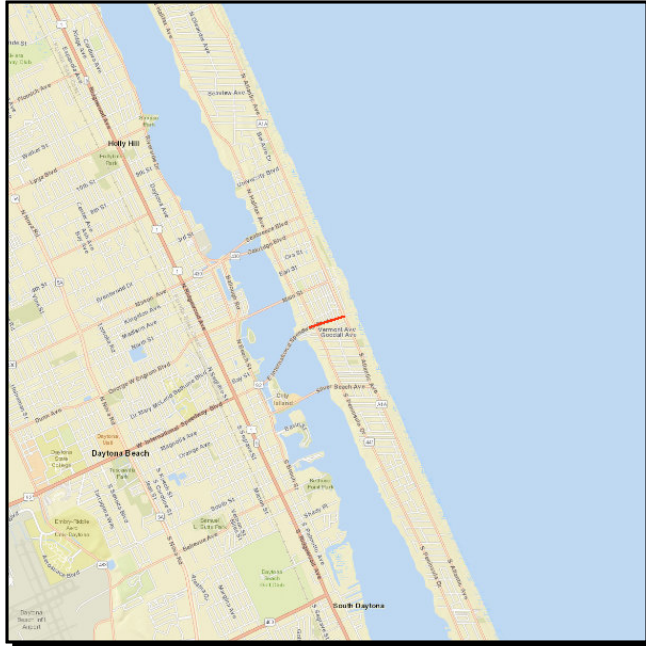
**Total Project Cost:** 571,490

**Project Description:** Replace the existing strain pole signal support system with mast arms. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-21 (Table 6-13) and Appendix B)

4379421

US 92 (SR 600) from the Halifax River Bridge to SR A1A

Non-SIS



**Work Summary:** CORRIDOR IMPROVEMENT  
**From:** Halifax River  
**To:** SR A1A  
**Lead Agency:** City of Daytona Beach  
**Length:** 0.682 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	DIH	94,000	92,000	0	0	0	186,000
ROW	DDR	5,700,000	5,400,000	1,780,000	222,611	0	13,102,611
RRU	LF	0	1,669,643	0	0	0	1,669,643
CST	LF	0	31,996	0	0	0	31,996
CST	DIH	0	10,540	0	0	0	10,540
CST	DDR	0	8,234,410	0	50,175	0	8,284,585
<b>Total</b>		<b>5,794,000</b>	<b>15,438,589</b>	<b>1,780,000</b>	<b>272,786</b>	<b>0</b>	<b>23,285,375</b>

**Prior Cost < 2021/22:** 4,268,149

**Future Cost > 2025/26:** 0

**Total Project Cost:** 27,553,524

**Project Description:** SR 600/US 92 corridor and intersection improvements in Daytona Beach. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)



4389801

Old New York Av from Railroad to SR 44 (Pave Shoulders)

Non-SIS



**Work Summary:** PAVE SHOULDERS  
**From:** Railroad  
**To:** SR 44  
**Lead Agency:** Volusia County  
**Length:** 1.252 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	40,000	0	0	0	0	40,000
CST	ACSU	1,664,684	0	0	0	0	1,664,684
CST	SU	70,916	0	0	0	0	70,916
<b>Total</b>		<b>1,775,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,775,600</b>

**Prior Cost < 2021/22:** 660,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 2,435,600

**Project Description:** Add paved shoulders for safety along Old New York Avenue from Shell Road to SR 44. This project supports efforts to meet the adopted safety targets. This project is also identified in Volusia County five (5) years road program. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4389811

Turnbull Bay Rd from Pioneer Trail to Sunset Drive (Pave Shoulders) Non-SIS



**Work Summary:** PAVE SHOULDERS **From:** Pioneer Trail

**To:** Sunset Drive

**Lead Agency:** Volusia County

**Length:** 3.417 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	692,665	0	0	0	692,665
CST	SU	0	1,710,530	0	0	0	1,710,530
<b>Total</b>		<b>0</b>	<b>2,403,195</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,403,195</b>

**Prior Cost < 2021/22:** 289,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 2,692,195

**Project Description:** Add paved shoulders for safety along Turnbull Bay Road from Pioneer Trail to Sunset Drive. This project supports efforts to meet the adopted safety targets. This project is also identified in Volusia County five (5) years road program. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)



4389821

US 1/SR 5 from 6th Street to Flomich Street

Non-SIS



**Work Summary:** TRAFFIC SIGNAL UPDATE

**From:** 6th Street

**To:** Flomich Street

**Lead Agency:** Florida Department of Transportation

**Length:** 1.833 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	SU	383,933	57,150	0	0	0	441,083
CST	ACSU	485,252	0	0	0	0	485,252
CST	SU	1,812,154	0	0	0	0	1,812,154
CST	DDR	117,990	0	0	0	0	117,990
<b>Total</b>		<b>2,799,329</b>	<b>57,150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,856,479</b>

**Prior Cost < 2021/22:** 1,775,793

**Future Cost > 2025/26:** 0

**Total Project Cost:** 4,632,272

**Project Description:** Upgrade traffic signal support system to mast arms at 3rd St, 6th St, 8th St, Walker St, and Flomich St intersections on US 1 in Holly Hill. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18).

4435451	Graves Ave from Veterans Memorial Pkwy to Kentucky Ave					Non-SIS		
<div>No Map Available</div>	Work Summary:		SAFETY PROJECT		From:	Veterans Memorial Pkwy		
					To:	Kentucky Ave		
	Lead Agency:		Volusia County		Length:	0.324 mile		
	Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
	CST	ACSS	955,859	0	0	0	0	955,859
Total			955,859	0	0	0	0	955,859

Prior Cost < 2021/22:

253,942

Future Cost > 2025/26:

0

Total Project Cost:

1,209,801

Project Description:

Widening Graves Ave from 2 lanes to 3 lanes between Veterans Memorial Pkwy and Kentucky Ave. LAP with Volusia County. This project supports efforts to meet the adopted safety targets. This project is also identified in Volusia County five (5) years road program.(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4439791

FORT SMITH BLVD PAVED SHOULDERS

Non-SIS



<b>Work Summary:</b>		PAVE SHOULDERS		<b>From:</b>	Elkcam Blvd		
				<b>To:</b>	Providence Blvd		
<b>Lead Agency:</b>		MANAGED BY CITY OF DELTONA		<b>Length:</b>	.993		
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	264,848	0	0	0	264,848
CST	SU	0	834,252	0	0	0	834,252
<b>Total</b>		<b>0</b>	<b>1,099,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,099,100</b>

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

1,099,100

Project Description:

Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18

4457161

US 17 from SR 15A/CR 15A to Ponce DeLeon Blvd

SIS



Work Summary:

SAFETY PROJECT

From:

SR 15A/CR 15A

To:

Ponce DeLeon Blvd

Lead Agency:

Managed by FDOT

Length:

3.104

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	0	0	4,257,077	0	0	4,257,077
Total		0	0	4,257,077	0	0	4,257,077

Prior Cost < 2021/22:

1,156,000

Future Cost > 2025/26:

0

Total Project Cost:

5,413,077

Project Description:

Corridor access management with median modifications and pedestrian improvements. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4465441

SR A1A @ WILLIAMS AVE SIGNAL RECONSTRUCTION

Non-SIS



**Work Summary:** TRAFFIC SIGNALS      **From:** @ Williams Ave

**To:**

**Lead Agency:** Managed by FDOT      **Length:** .027

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	81,157	0	0	0	81,157
CST	DDR	0	576,972	0	0	0	576,972
Total		0	658,129	0	0	0	658,129

**Prior Cost < 2021/22:** 469,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,127,129

**Project Description:** Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18

4465581

SR-472 AND MINNESOTA AVE INTERSECTION IMPROVEMENT

Non-SIS



**Work Summary:** INTERSECTION IMPROVEMENT      **From:** at Minnesota Ave

**To:**

**Lead Agency:** Managed by FDOT      **Length:** .557

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DS	0	817,186	0	0	0	817,186
CST	DIH	0	10,540	0	0	0	10,540
Total		0	827,726	0	0	0	827,726

**Prior Cost < 2021/22:** 426,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,253,726

**Project Description:** Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18

4471171

**SR 5/US 1 NB over Turnbull Creek Bridge Replacement**

**Non-SIS**

No Map  
Available

**Work Summary:** BRIDGE REPLACEMENT **From:** NB SR 5/US 1  
**To:** at Turnbull Creek Bridge

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACBR	1,030,000	0	0	0	0	1,030,000
CST	ACBR	0	0	0	0	3,978,251	3,978,251
<b>Total</b>		<b>1,030,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,978,251</b>	<b>5,008,251</b>

**Prior Cost < 2021/22:** 5,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 5,013,251

**Project Description:** This project will replace the northbound US 1 Bridge over Turnbull Creek (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4477121

Pioneer Trail/Tomoka Farms Road Roundabout

Non-SIS



**Work Summary:** INTERSECTION IMPROVEMENT      **From:** Tomoka Farms Road  
**To:** @ Pioneer Trail

**Lead Agency:** Volusia County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	LF	0	0	265,000	0	0	265,000
CST	SU	0	0	2,016,426	0	0	2,016,426
CST	TALU	0	0	421,323	0	0	421,323
Total		0	0	2,702,749	0	0	2,702,749

**Prior Cost < 2021/22:** 800,000  
**Future Cost > 2025/26:** 0  
**Total Project Cost:** 3,502,749  
**Project Description:** This project will convert an existing four-way stop intersection to a one-lane roundabout including improvements along each leg of the intersection (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18).



4483811

LINCOLN AVE AT RR CROSSING #271920Y

Non-SIS



**Work Summary:** RAIL SAFETY PROJECT **From:**  
**To:**  
**Lead Agency:** Managed by FDOT **Length:** .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
RRU	RHP	124,321	0	0	0	0	124,321
RRU	RHH	4,159	0	0	0	0	4,159
Total		128,480	0	0	0	0	128,480

**Prior Cost < 2021/22:** 0  
**Future Cost > 2025/26:** 0  
**Total Project Cost:** 128,480  
**Project Description:** Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18

4483831

10TH STREET AT RR CROSSING #273056X

Non-SIS



**Work Summary:** RAIL SAFETY PROJECT **From:**  
**To:**  
**Lead Agency:** Managed by FDOT **Length:** .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
RRU	RHP	154,750	0	0	0	0	154,750
Total		154,750	0	0	0	0	154,750

**Prior Cost < 2021/22:** 0  
**Future Cost > 2025/26:** 0  
**Total Project Cost:** 154,750  
**Project Description:** Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18

4484561

**I-95 Interchange at LPGA Blvd**

**SIS**

No Map  
Available

**Work Summary:** PD&E/EMO STUDY      **From:** US 92 (SR 600)  
**To:** Williamson Blvd  
**Lead Agency:** Florida Department of Transportation      **Length:** 1.668

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PDE	LF	250,000	0	0	0	0	250,000
PDE	ACSU	250,000	0	0	0	0	250,000
PDE	ACSA	1,300,000	0	0	0	0	1,300,000
PE	DIH	0	0	0	0	50,000	50,000
PE	DDR	0	0	0	0	4,890,000	4,890,000
<b>Total</b>		<b>1,800,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,940,000</b>	<b>6,740,000</b>

**Prior Cost < 2021/22:** 50,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 6,790,000

**Project Description:** PD&E Study for the I-95 Interchange at LPGA Boulevard, to include the bridge over the Tomoka River and LPGA Blvd from US 92 to Williamson Blvd. (Reference 2045 Long Range Transportation Plan pages 2-3 to 2-5, Page 6-20 (Table6-12), and Appendix B).

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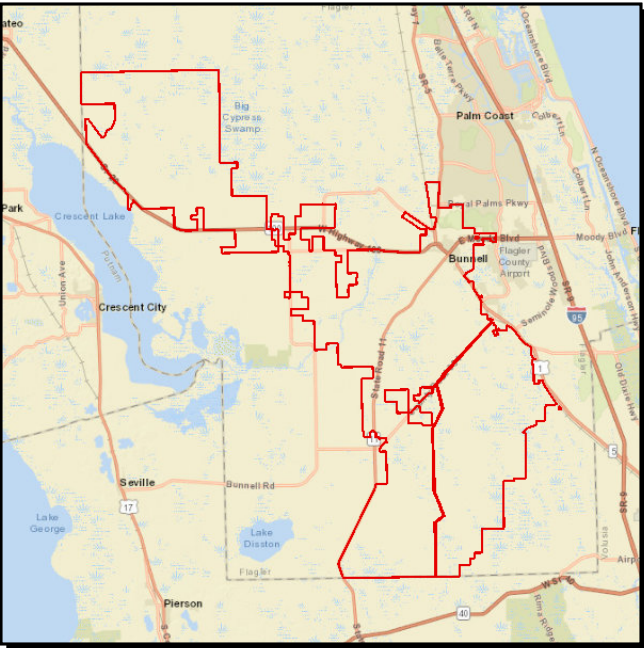
Section V - Maintenance Projects

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2441721

City of Bunnell Memorandum of Agreement

Non-SIS



<b>Work Summary:</b>		ROUTINE MAINTENANCE		<b>From:</b>	City-wide		
				<b>To:</b>			
<b>Lead Agency:</b>		City of Bunnell					
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	56,704	56,704	56,704	56,704	56,704	283,520
Total		56,704	56,704	56,704	56,704	56,704	283,520

Prior Cost < 2021/22:

Future Cost > 2025/26:

Total Project Cost:

Project Description:

1,161,759

0

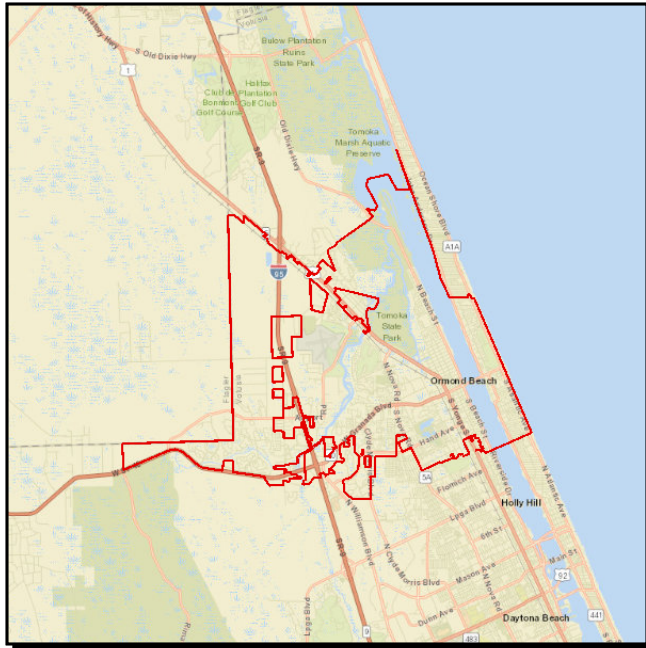
1,445,279

Memorandum of agreement with City of Bunnell for routine maintenance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

2445831

City of Ormond Beach Maintenance Agreement

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE  
**From:** City-wide  
**To:**  
**Lead Agency:** City of Ormond Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	127,138	173,000	173,000	173,000	0	646,138
<b>Total</b>		<b>127,138</b>	<b>173,000</b>	<b>173,000</b>	<b>173,000</b>	<b>0</b>	<b>646,138</b>

**Prior Cost < 2021/22:** 3,769,523

**Future Cost > 2025/26:** 0

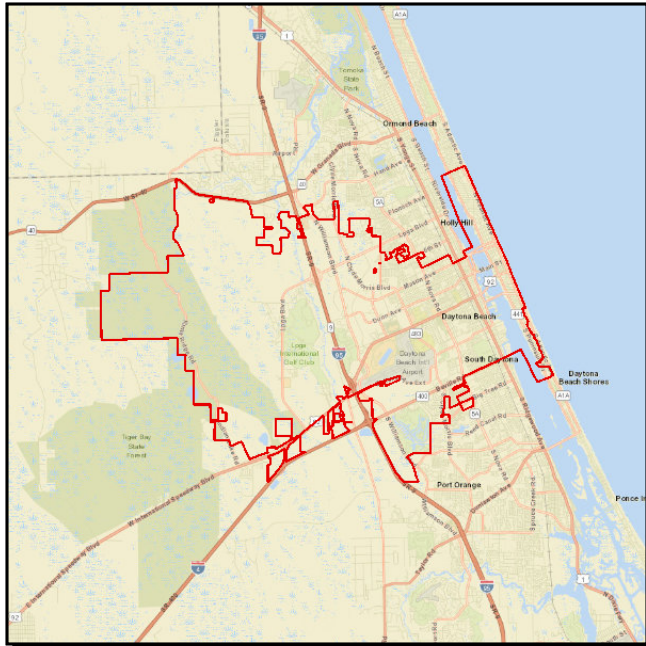
**Total Project Cost:** 4,415,661

**Project Description:** Routine maintenance contract with City of Ormond Beach. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

2446071

City of Daytona Beach Memorandum of Agreement

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE

**From:** City-wide

**To:**

**Lead Agency:** City of Daytona Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	267,015	267,015	267,015	267,015	267,015	1,335,075
<b>Total</b>		<b>267,015</b>	<b>267,015</b>	<b>267,015</b>	<b>267,015</b>	<b>267,015</b>	<b>1,335,075</b>

**Prior Cost < 2021/22:** 4,559,802

**Future Cost > 2025/26:** 0

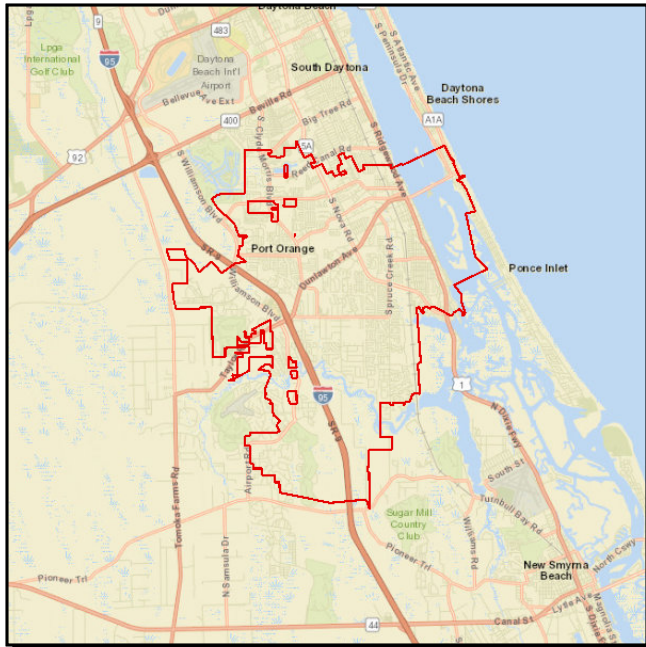
**Total Project Cost:** 5,894,877

**Project Description:** Routine maintenance contract with City of Daytona Beach. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

2446081

City of Port Orange Memorandum of Agreement

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE  
**From:** City-wide  
**To:**  
**Lead Agency:** City of Port Orange

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	0	196,731	0	0	0	196,731
<b>Total</b>		<b>0</b>	<b>196,731</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>196,731</b>

**Prior Cost < 2021/22:** 1,151,350

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,348,081

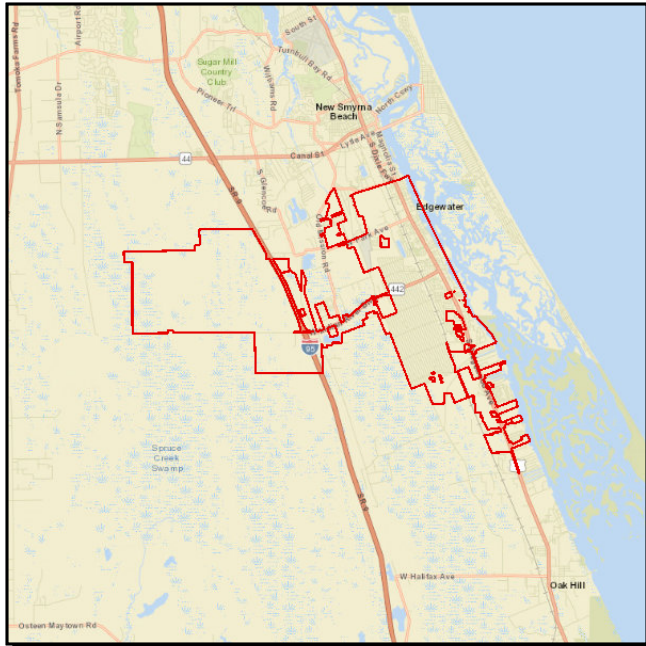
**Project Description:** Routine maintenance contract with City of Port Orange. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



2446211

City of Edgewater Memorandum of Agreement

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE  
**From:** City-wide  
**To:**  
**Lead Agency:** City of Edgewater

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	0	152,265	0	0	0	152,265
<b>Total</b>		<b>0</b>	<b>152,265</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152,265</b>

**Prior Cost < 2021/22:** 832,549

**Future Cost > 2025/26:** 0

**Total Project Cost:** 984,814

**Project Description:** Routine maintenance contract with City of Edgewater. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

2446451

City of South Daytona Memorandum of Agreement

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE  
**From:** City-wide  
**To:**  
**Lead Agency:** City of South Daytona

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	23,820	23,820	23,820	23,820	23,820	119,100
<b>Total</b>		<b>23,820</b>	<b>23,820</b>	<b>23,820</b>	<b>23,820</b>	<b>23,820</b>	<b>119,100</b>

**Prior Cost < 2021/22:** 457,267

**Future Cost > 2025/26:** 0

**Total Project Cost:** 576,367

**Project Description:** Routine maintenance contract with City of South Daytona. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

2449121

City of Holly Hill Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE

From: City-wide

To:

Lead Agency: City of Holly Hill

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	25,032	29,032	29,032	29,032	29,032	141,160
Total		25,032	29,032	29,032	29,032	29,032	141,160

Prior Cost < 2021/22: 673,344

Future Cost > 2025/26: 0

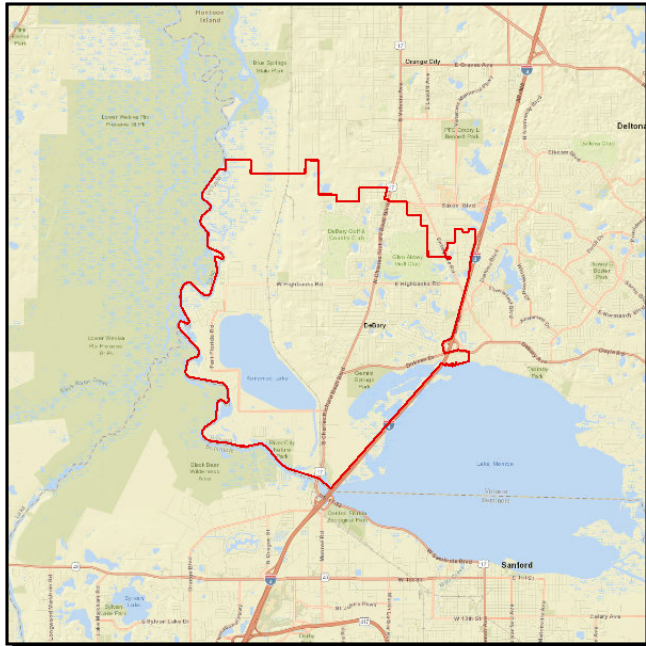
Total Project Cost: 814,504

Project Description: Routine maintenance contract with City of Holly Hill. (RReference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4033912

City of DeBary Memorandum of Agreement

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE  
**From:** City-wide  
**To:**  
**Lead Agency:** City of DeBary

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	0	97,233	0	0	0	97,233
<b>Total</b>		<b>0</b>	<b>97,233</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97,233</b>

**Prior Cost < 2021/22:** 731,088

**Future Cost > 2025/26:** 0

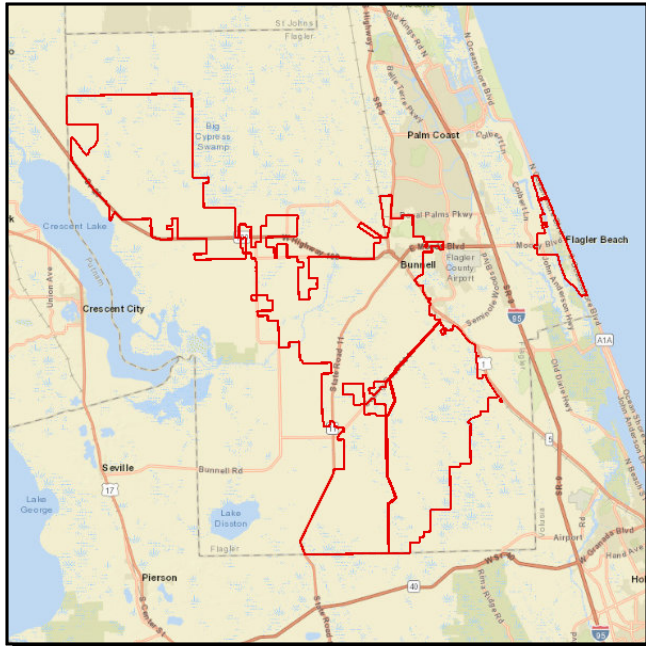
**Total Project Cost:** 828,321

**Project Description:** Routine maintenance contract with City of DeBary. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4136155

Lighting Agreements

Non-SIS



**Work Summary:** LIGHTING **From:** throughout Bunnell and Flagler Beach

**To:**

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	79,564	81,949	84,408	86,940	89,548	422,409
<b>Total</b>		<b>79,564</b>	<b>81,949</b>	<b>84,408</b>	<b>86,940</b>	<b>89,548</b>	<b>422,409</b>

**Prior Cost < 2021/22:** 1,018,822

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,441,231

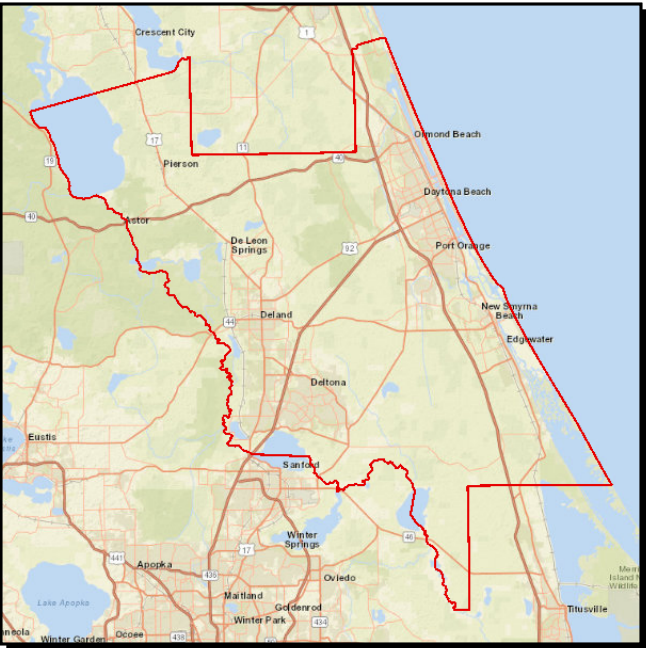
**Project Description:** Lighting agreements with Bunnell, Beverly Beach, Flagler Beach, and Marineland. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



4136158

Lighting Agreements

Non-SIS



<b>Work Summary:</b>		LIGHTING		<b>From:</b>	throughout Volusia County		
				<b>To:</b>			
<b>Lead Agency:</b>		Florida Department of Transportation					
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	1,123,894	1,144,704	1,179,041	1,214,422	1,250,845	5,912,906
Total		1,123,894	1,144,704	1,179,041	1,214,422	1,250,845	5,912,906

Prior Cost < 2021/22:

13,411,324

Future Cost > 2025/26:

0

Total Project Cost:

19,324,230

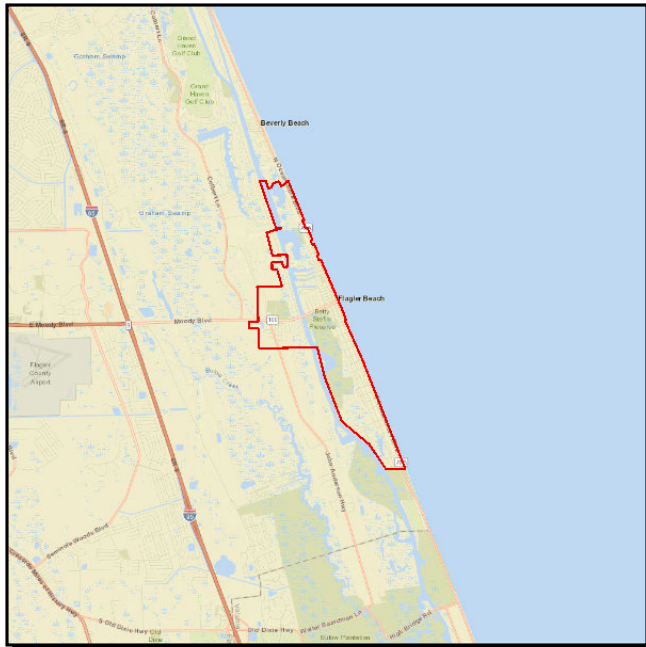
Project Description:

Agreements for lighting at various locations throughout Volusia County. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4149791

City of Flagler Beach Memorandum of Agreement

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE

**From:** throughout Flagler Beach

**To:**

**Lead Agency:** City of Flagler Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	28,144	28,144	28,144	28,144	28,144	140,720
<b>Total</b>		<b>28,144</b>	<b>28,144</b>	<b>28,144</b>	<b>28,144</b>	<b>28,144</b>	<b>140,720</b>

**Prior Cost < 2021/22:** 405,437

**Future Cost > 2025/26:** 0

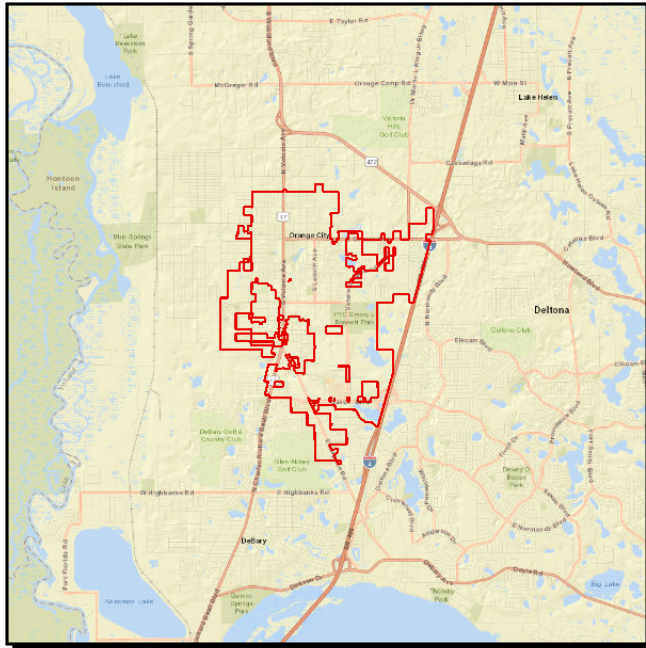
**Total Project Cost:** 546,157

**Project Description:** Routine maintenance contract with City of Flagler Beach. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4157491

Orange City Memorandum of Agreement

Non-SIS



Work Summary:

ROUTINE  
MAINTENANCE

From:

City-wide

To:

Lead Agency:

City of Orange City

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	72,504	0	0	75,000	0	147,504
<b>Total</b>		<b>72,504</b>	<b>0</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>147,504</b>

Prior Cost < 2021/22: 484,671

Future Cost > 2025/26: 0

Total Project Cost: 632,175

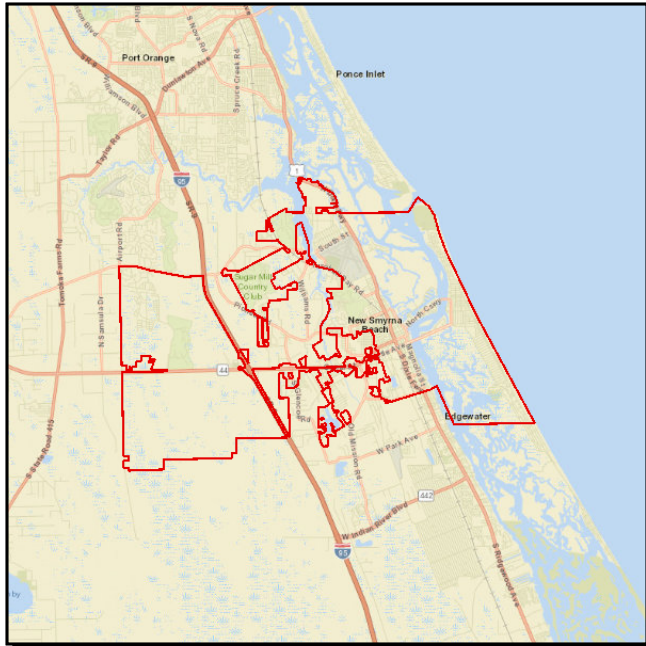
Project Description: Routine maintenance contract with City of Orange City. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



4165921

**New Smyrna Beach MOA**

**Non-SIS**



**Work Summary:** ROUTINE MAINTENANCE  
**From:** City-wide  
**To:**

**Lead Agency:** City of New Smyrna Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	0	102,780	0	0	0	102,780
<b>Total</b>		<b>0</b>	<b>102,780</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102,780</b>

**Prior Cost < 2021/22:** 856,440

**Future Cost > 2025/26:** 0

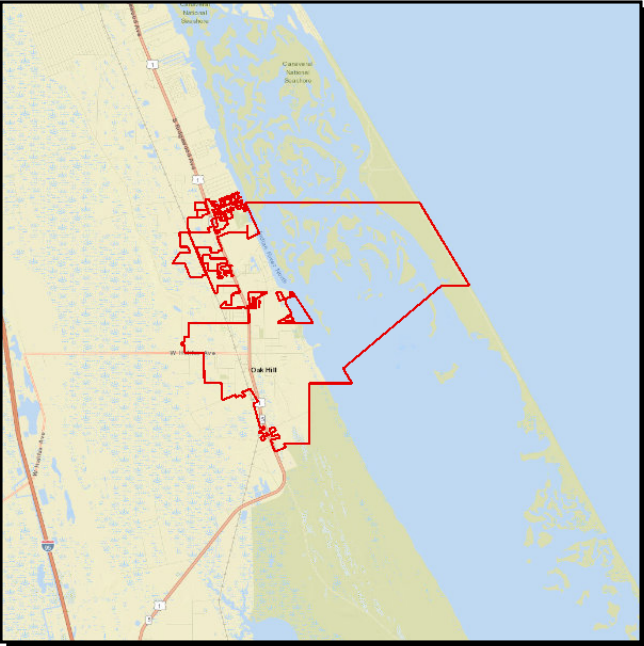
**Total Project Cost:** 959,220

**Project Description:** Routine maintenance contract with City of New Smyrna Beach. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4172601

City of Oak Hill Memorandum of Agreement

Non-SIS



Work Summary:

ROUTINE  
MAINTENANCE

From:

City-wide

To:

Lead Agency:

City of Oak Hill

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	0	143,442	0	0	0	143,442
Total		0	143,442	0	0	0	143,442

Prior Cost < 2021/22:

688,045

Future Cost > 2025/26:

0

Total Project Cost:

831,487

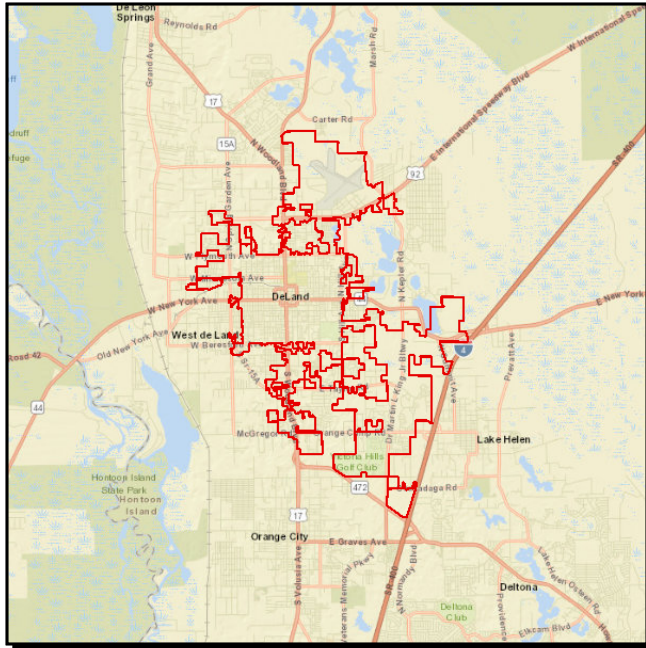
Project Description:

Routine maintenance contract with City of Oak Hill. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4173621

City of DeLand Memorandum of Agreement

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE

**From:** City-wide

**To:**

**Lead Agency:** City of DeLand

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	0	85,854	0	0	0	85,854
<b>Total</b>		<b>0</b>	<b>85,854</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85,854</b>

**Prior Cost < 2021/22:** 237,540

**Future Cost > 2025/26:** 0

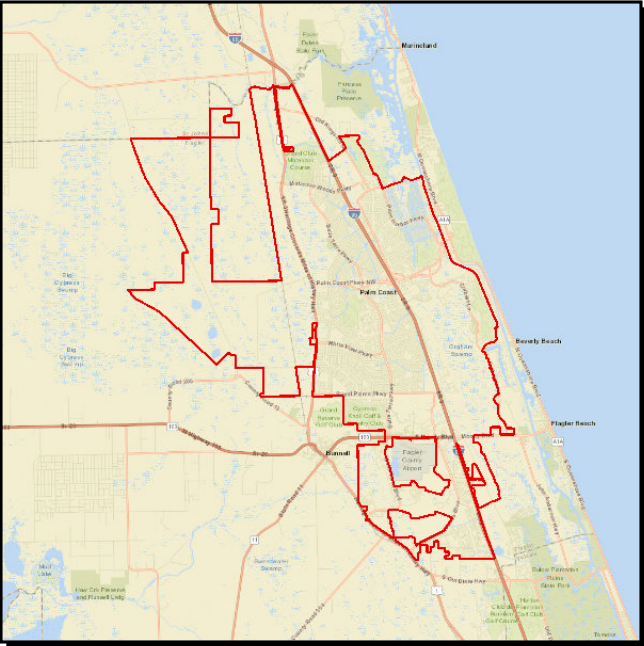
**Total Project Cost:** 323,394

**Project Description:** Routine maintenance contract with City of DeLand. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4173641

City of Palm Coast Memorandum of Agreement

Non-SIS



Work Summary:

ROUTINE  
MAINTENANCE

From:

City-wide

To:

Lead Agency:

City of Palm Coast

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	95,000	95,000	95,000	95,000	95,000	475,000
Total		95,000	95,000	95,000	95,000	95,000	475,000

Prior Cost < 2021/22:

1,430,943

Future Cost > 2025/26:

0

Total Project Cost:

1,905,943

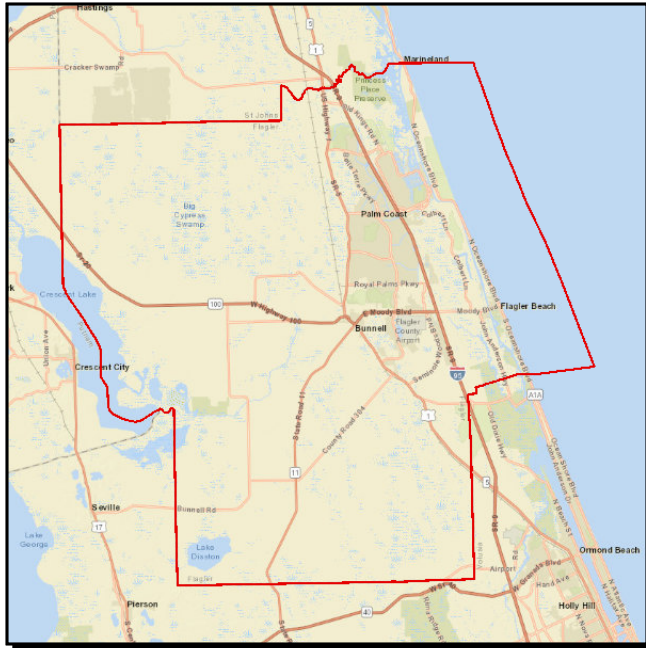
Project Description:

Memorandum of agreement with City of Palm Coast for routine maintenance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4181051

Flagler Roadways Primary In-House Maintenance

Non-SIS



**Work Summary:** IN-HOUSE SYSTEM MAINTENANCE  
**From:** Flagler County-wide  
**To:**

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	168,565	168,565	168,565	168,565	168,565	842,825
<b>Total</b>		<b>168,565</b>	<b>168,565</b>	<b>168,565</b>	<b>168,565</b>	<b>168,565</b>	<b>842,825</b>

**Prior Cost < 2021/22:** 1,968,724

**Future Cost > 2025/26:** 0

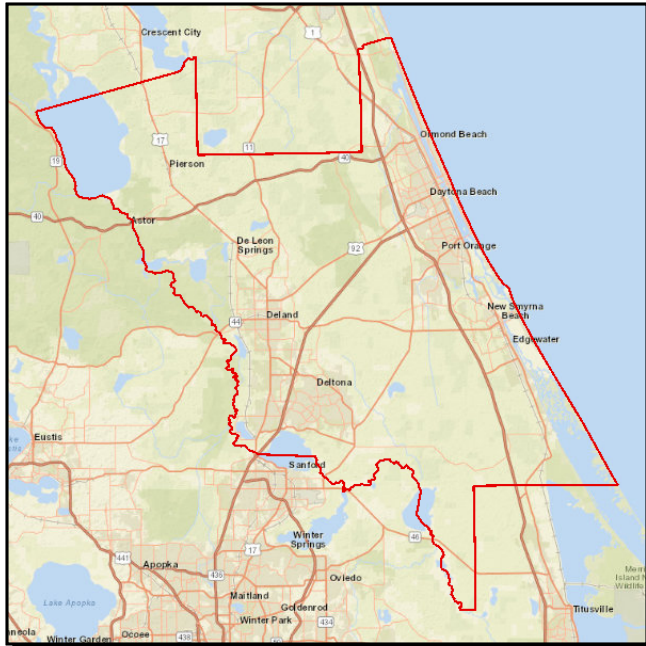
**Total Project Cost:** 2,811,549

**Project Description:** FDOT will conduct routine maintenance on state roads throughout Flagler County. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4181131

**Volusia Primary In-House Maintenance**

**Non-SIS**



**Work Summary:** ROUTINE MAINTENANCE  
**From:** Volusia County-wide  
**To:**

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	3,009,686	3,009,686	2,889,686	2,889,686	2,889,686	14,688,430
<b>Total</b>		<b>3,009,686</b>	<b>3,009,686</b>	<b>2,889,686</b>	<b>2,889,686</b>	<b>2,889,686</b>	<b>14,688,430</b>

**Prior Cost < 2021/22:** 67,941,333

**Future Cost > 2025/26:** 0

**Total Project Cost:** 82,629,763

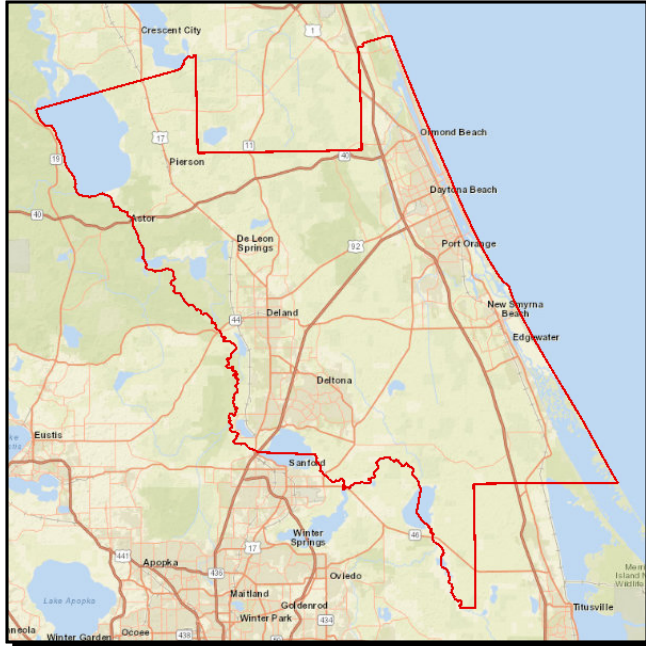
**Project Description:** Routine in-house maintenance of state roads throughout the county. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



4254552

Sidewalk/Concrete Repairs; Performance Various Locations

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE

**From:** Volusia County-wide

**To:**

**Lead Agency:** Florida Department of Transportation

**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	129,000	129,000	129,000	129,000	129,000	645,000
<b>Total</b>		<b>129,000</b>	<b>129,000</b>	<b>129,000</b>	<b>129,000</b>	<b>129,000</b>	<b>645,000</b>

**Prior Cost < 2021/22:** 2,091,140

**Future Cost > 2025/26:** 0

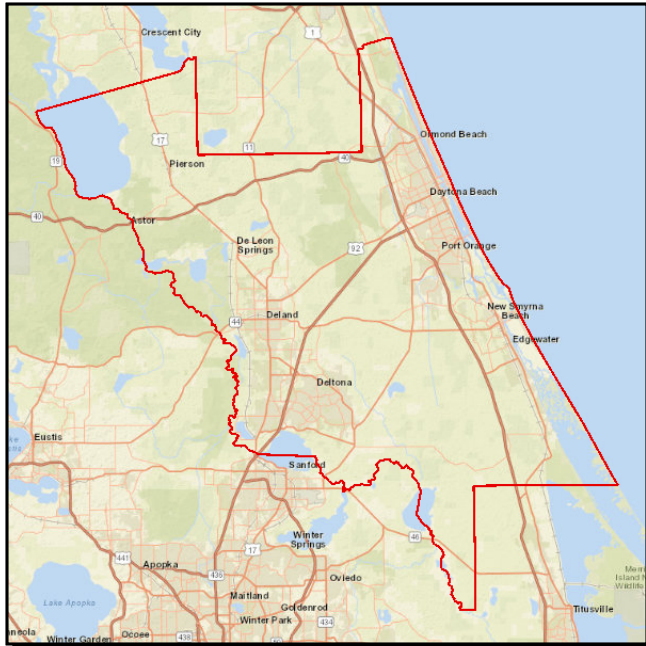
**Total Project Cost:** 2,736,140

**Project Description:** Routine maintenance throughout Volusia County. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4279861

Drainage Maintenance and Repair

Non-SIS



**Work Summary:** ROUTINE MAINTENANCE

**From:** Volusia County-wide

**To:**

**Lead Agency:** Florida Department of Transportation

**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	5,079,356	0	0	0	0	5,079,356
<b>Total</b>		<b>5,079,356</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,079,356</b>

**Prior Cost < 2021/22:** 20,844,583

**Future Cost > 2025/26:** 0

**Total Project Cost:** 25,923,939

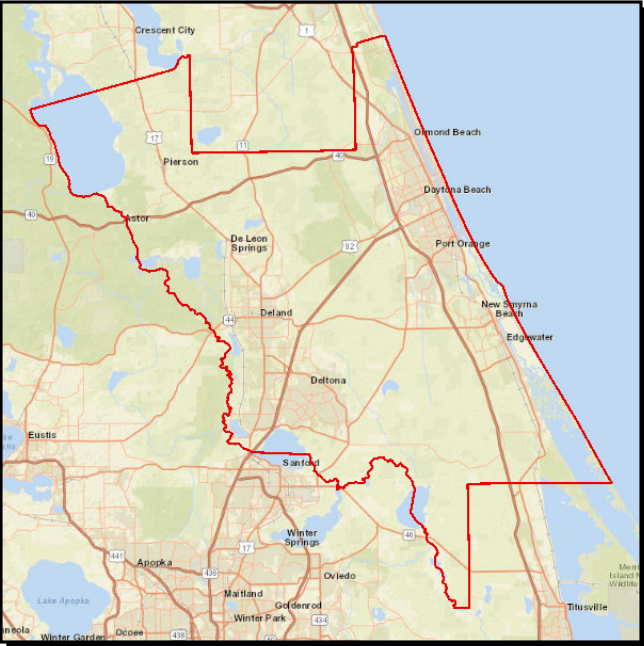
**Project Description:** Maintenance projects including pipe and culverts, pipe lining (US 1), and drainage improvements (4 locations in Volusia County).(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



4280031

Volusia Performance Aesthetics

Non-SIS



Work Summary:		ROUTINE MAINTENANCE		From:		Volusia County-wide	
				To:			
Lead Agency:		Florida Department of Transportation		Length:		n/a	
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	528,000	528,000	550,000	550,000	0	2,156,000
Total		528,000	528,000	550,000	550,000	0	2,156,000

Prior Cost < 2021/22: 528,000

Future Cost > 2025/26: 0

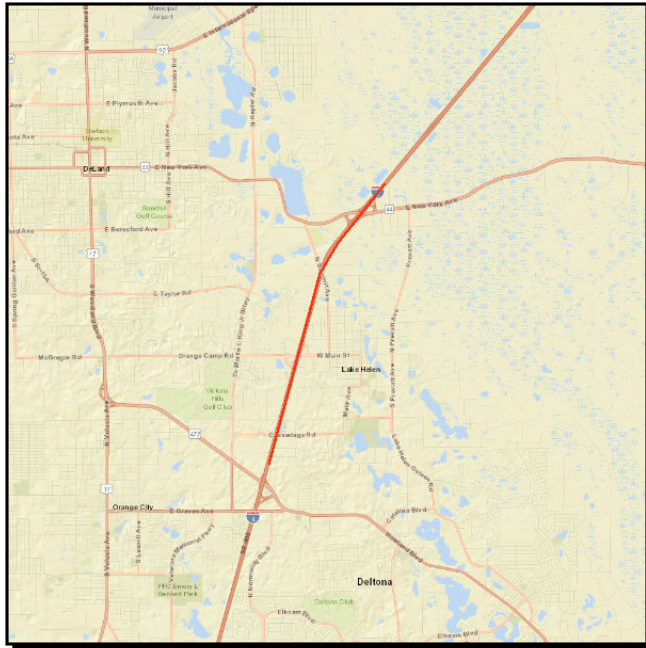
Total Project Cost: 2,684,000

Project Description: Routine maintenance throughout Volusia County. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4344111

SR 400 (I-4) from West of CR 4139 to SR 44

SIS



**Work Summary:** RESURFACING **From:** West of CR 4139

**To:** SR 44

**Lead Agency:** Florida Department of Transportation

**Length:** 5.148 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	300,050	0	0	0	0	300,050
CST	ACNP	11,607,036	0	0	0	0	11,607,036
<b>Total</b>		<b>11,907,086</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,907,086</b>

**Prior Cost < 2021/22:** 836,738

**Future Cost > 2025/26:** 0

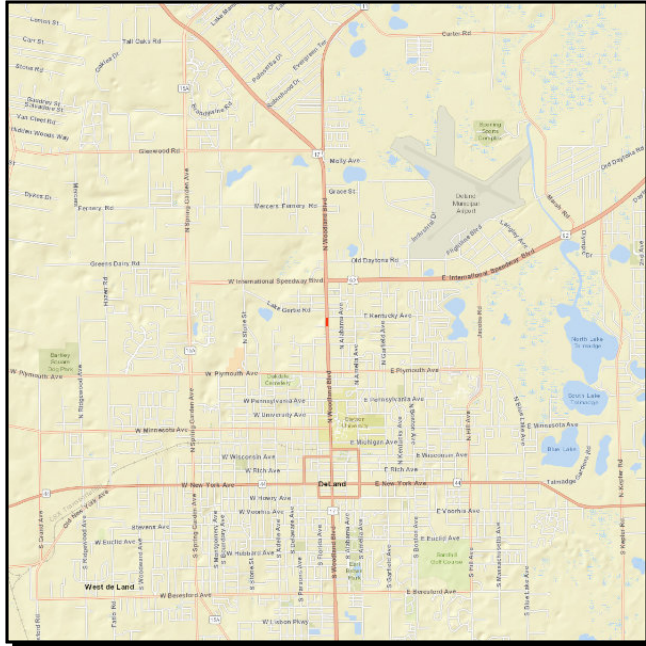
**Total Project Cost:** 12,743,824

**Project Description:** Resurfacing on SR 400 (I-4) from west of CR 4139 to SR 44. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4371331

SR 15/600/US 17-92 Drainage Improvements

Non-SIS



Work Summary:

DRAINAGE  
IMPROVEMENTS

From: Mandarin Av

To: North of E Kentucky Av

Lead Agency:

Florida Department of  
Transportation

Length: 0.093 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	77,960	0	0	0	0	77,960
CST	DDR	0	1,588,628	0	0	0	1,588,628
<b>Total</b>		<b>77,960</b>	<b>1,588,628</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,666,588</b>

Prior Cost < 2021/22: 792,367

Future Cost > 2025/26: 0

Total Project Cost: 2,458,955

**Project Description:** Drainage improvements on SR 15/600 (US 17-92) from Mandarin Avenue to north of East Kentucky Avenue. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4379351

**Barracuda Blvd from Quay Assisi to the Middle Way**

**Non-SIS**



**Work Summary:** BRIDGE REPLACEMENT **From:** Quay Assisi

**To:** Middle Way

**Lead Agency:** City of New Smyrna Beach

**Length:** 0.110 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	997,809	0	0	0	0	997,809
ROW	LF	61,250	7,250	0	0	0	68,500
CST	ACBZ	3,008,815	0	0	0	0	3,008,815
ROW	ACBZ	203,750	31,750	0	0	0	235,500
<b>Total</b>		<b>4,271,624</b>	<b>39,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,310,624</b>

**Prior Cost < 2021/22:** 949,100

**Future Cost > 2025/26:** 0

**Total Project Cost:** 5,259,724

**Project Description:** Replace existing bridge on Barracuda Boulevard in New Smyrna Beach. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4379361

**Fifth Street Bridge from S Riverside Dr to Commodore Dr**

**Non-SIS**



**Work Summary:** BRIDGE REPLACEMENT **From:** S Riverside Dr

**To:** Commodore Dr

**Lead Agency:** City of New Smyrna Beach

**Length:** 0.001 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	639,019	0	0	0	0	639,019
CST	ACBZ	723,020	0	0	0	0	723,020
CST	ACSA	1,216,837	0	0	0	0	1,216,837
<b>Total</b>		<b>2,578,876</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,578,876</b>

**Prior Cost < 2021/22:** 866,571

**Future Cost > 2025/26:** 0

**Total Project Cost:** 3,445,447

**Project Description:** Replace existing bridge on Fifth Street in New Smyrna Beach. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4379422

US 92 (SR 600) FROM THE HALIFAX RIVER BRIDGE TO SR A1A

Non-SIS



Work Summary: LANDSCAPING

From:

To:

Lead Agency: Managed by FDOT

Length: .682

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	0	0	11,150	0	11,150
CST	DDR	0	0	0	794,171	0	794,171
Total		0	0	0	805,321	0	805,321

Prior Cost < 2021/22: 0

Future Cost > 2025/26: 0

Total Project Cost: 805,321

Project Description: Landscaping on US 92 from the Halifax River Bridge to SR A1A. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4391241

SR A1A RESURFACING

Non-SIS

No Map  
Available

**Work Summary:** RESURFACING  
**From:** Osprey Dr  
**To:** N of Mariners Dr  
**Lead Agency:** Managed by FDOT  
**Length:** 3.798

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DIH	10,000	0	0	0	0	10,000
PE	ACSA	873,000	0	0	0	0	873,000
CST	DIH	0	0	10,830	0	0	10,830
CST	DDR	0	0	3,338,218	0	0	3,338,218
<b>Total</b>		<b>883,000</b>	<b>0</b>	<b>3,349,048</b>	<b>0</b>	<b>0</b>	<b>4,232,048</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 4,232,048

**Project Description:** Resurfacing project on SR A1A from Osprey Dr to N of Mariners Dr. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



4411321

SR 442/Indian River Blvd from SR 9 (I-95) to SR 5

Non-SIS



**Work Summary:** RESURFACING **From:** SR 9 (I-95)

**To:** SR 5

**Lead Agency:** Florida Department of Transportation **Length:** 3.540 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	10,260	0	0	0	0	10,260
ENV	DDR	50,000	0	0	0	0	50,000
CST	DDR	10,849,084	0	0	0	0	10,849,084
<b>Total</b>		<b>10,909,344</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,909,344</b>

**Prior Cost < 2021/22:** 2,519,126

**Future Cost > 2025/26:** 0

**Total Project Cost:** 13,428,470

**Project Description:** Milling and resurfacing on SR 442/Indian River Blvd from SR 9 (I-95) to SR 5. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



4411341

SR 15A/N Spring Garden Ave from 500 Ft S of Plymouth to CR 92

SIS



**Work Summary:** RESURFACING  
**From:** 500 Ft S of Plymouth  
**To:** CR 92  
**Lead Agency:** Florida Department of Transportation  
**Length:** 0.993 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	10,260	0	0	0	0	10,260
CST	DDR	1,970,006	0	0	0	0	1,970,006
<b>Total</b>		<b>1,980,266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,980,266</b>

**Prior Cost < 2021/22:** 122,360

**Future Cost > 2025/26:** 0

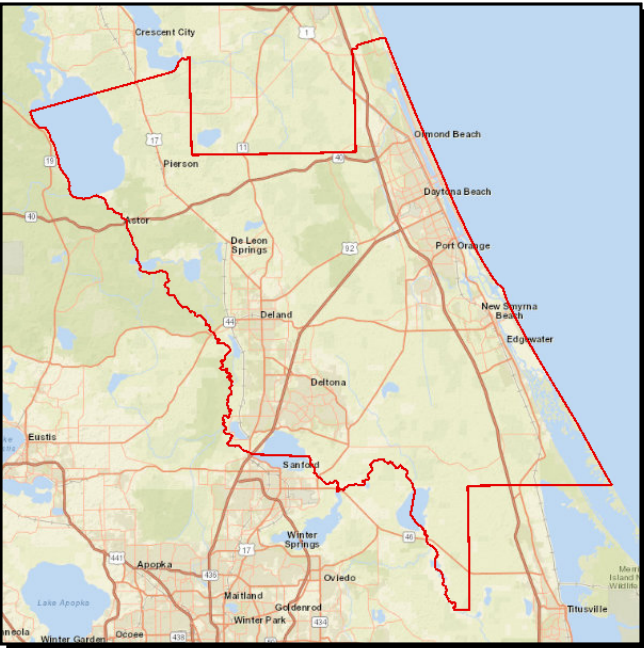
**Total Project Cost:** 2,102,626

**Project Description:** Milling and resurfacing SR 15A/N Spring Garden Ave from 500 Ft S of Plymouth to CR 92. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4416821

Concrete Repairs at Various Locations

Non-SIS



Work Summary:		ROUTINE MAINTENANCE		From:	Volusia County-wide		
				To:			
Lead Agency:		Florida Department of Transportation		Length:	.000		
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	1,928,600	0	0	0	0	1,928,600
Total		1,928,600	0	0	0	0	1,928,600

Prior Cost < 2021/22:

3,679,842

Future Cost > 2025/26:

0

Total Project Cost:

5,608,442

Project Description:

Concrete repairs at various locations throughout Volusia County. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



4428741

SR A1A Resurfacing from N of SR 40 to N of Roberta Rd

Non-SIS

No Map Available

Work Summary:

RESURFACING

From:

North of SR 40

To:

North of Roberta Road

Lead Agency:

Managed by FDOT

Length:

3.126

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DS	0	3,104,331	0	0	0	3,104,331
CST	DIH	0	10,540	0	0	0	10,540
CST	DDR	0	828,968	0	0	0	828,968
Total		0	3,943,839	0	0	0	3,943,839

Prior Cost < 2021/22:

729,292

Future Cost > 2025/26:

0

Total Project Cost:

4,673,131

Project Description:

Resurfacing A1A with minor roadside improvements from North of SR 50 (Granada Blvd) to North of Roberta Rd (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4428841

**SR A1A Resurfacing from Broadway St to Milsap Rd**

**Non-SIS**

**Work Summary:** RESURFACING      **From:** Broadway St  
**To:** Milsap Rd  
**Lead Agency:** Managed by FDOT      **Length:** 3.666

No Map  
Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DS	0	9,432,354	0	0	0	9,432,354
CST	DIH	0	10,540	0	0	0	10,540
CST	DDR	0	1,262,705	0	0	0	1,262,705
<b>Total</b>		<b>0</b>	<b>10,705,599</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,705,599</b>

**Prior Cost < 2021/22:** 1,543,482

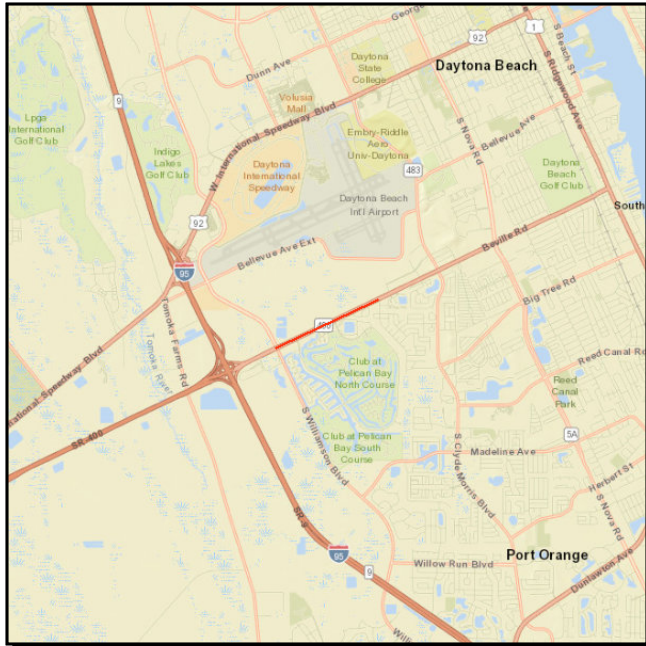
**Future Cost > 2025/26:** 0

**Total Project Cost:** 12,249,081

**Project Description:** Curbed roadway resurfacing with pedestrian and ADA improvements of SR A1A from 215-ft North of US 92 (International Speedway Blvd) to 365-ft North of SR 40 (Granada Blvd). (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4429061

SR 400 from CR 4009 (Williamson Blvd) To East of Forest Lake Blvd Non-SIS



**Work Summary:** RESURFACING **From:** CR 4009 (Williamson Blvd)

**To:** East of Forest Lake Blvd

**Lead Agency:** Florida Department of Transportation

**Length:** 1.562 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	10,540	0	0	0	10,540
CST	DDR	0	3,421,996	0	0	0	3,421,996
<b>Total</b>		<b>0</b>	<b>3,432,536</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,432,536</b>

**Prior Cost < 2021/22:** 563,981

**Future Cost > 2025/26:** 0

**Total Project Cost:** 3,996,517

**Project Description:** Resurface on SR 400 from CR 4009 (Williamson Blvd) to east of Forest Lake Blvd. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4429071

SR 415 Resurfacing from Acorn Lake Rd to SR 44

Non-SIS



Work Summary: RESURFACING

From: Acorn Lake Rd

To: SR 44

Lead Agency: Managed by FDOT

Length: 10.124

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DS	0	6,595,112	0	0	0	6,595,112
CST	DIH	0	10,540	0	0	0	10,540
CST	DDR	0	995,590	0	0	0	995,590
Total		0	7,601,242	0	0	0	7,601,242

Prior Cost < 2021/22: 410,409

Future Cost > 2025/26: 0

Total Project Cost: 8,011,651

Project Description: Curbed roadway resurfacing with pedestrian and ADA improvements of SR 415 from 1,840-ft North of Acorn Lake Road to SR 44.(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4434331

SR 600 (US 92) from Alabama Ave to 640 ft E of CR 4101/Kepler Rd Non-SIS



**Work Summary:** RESURFACING

**From:** Alabama Ave

**To:** 640 ft E of CR 4101/Kepler Rd

**Lead Agency:** Florida Department of Transportation

**Length:** 2.616 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DS	4,985,319	0	0	0	0	4,985,319
CST	DIH	10,260	0	0	0	0	10,260
CST	DDR	1,132,458	0	0	0	0	1,132,458
<b>Total</b>		<b>6,128,037</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,128,037</b>

**Prior Cost < 2021/22:** 717,883

**Future Cost > 2025/26:** 0

**Total Project Cost:** 6,845,920

**Project Description:** Resurfacing on SR 600 (US 92) from Alabama Ave to 640 ft east of CR 4101/Kepler Rd. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



4438131

SR 5/US 1 from Brevard/Volusia County Line to South Street

Non-SIS



**Work Summary:** RESURFACING **From:** Brevard County Line

**To:** South St

**Lead Agency:** Florida Department of Transportation

**Length:** 6.663 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DS	1,539,622	0	0	0	0	1,539,622
CST	DIH	10,260	0	0	0	0	10,260
CST	DDR	4,372,434	0	0	0	0	4,372,434
CST	NHRE	2,475,559	0	0	0	0	2,475,559
<b>Total</b>		<b>8,397,875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,397,875</b>

**Prior Cost < 2021/22:** 802,634

**Future Cost > 2025/26:** 0

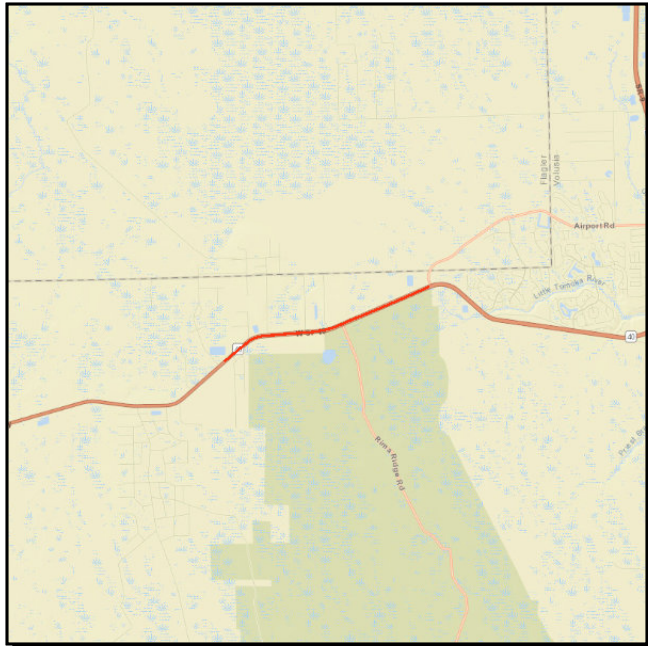
**Total Project Cost:** 9,200,509

**Project Description:** Resurfacing on SR 5/US 1 from Brevard/Volusia County Line to South Street. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4438151

SR 40 from East of Rodeo Rd to Bayberry Dr

SIS



**Work Summary:** RESURFACING

**From:** East of Rodeo Rd

**To:** Bayberry Dr

**Lead Agency:** Florida Department of Transportation

**Length:** 6.294 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	10,260	0	0	0	0	10,260
CST	DDR	1,316,471	0	0	0	0	1,316,471
CST	NHRE	8,347,704	0	0	0	0	8,347,704
<b>Total</b>		<b>9,674,435</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,674,435</b>

**Prior Cost < 2021/22:** 909,199

**Future Cost > 2025/26:** 0

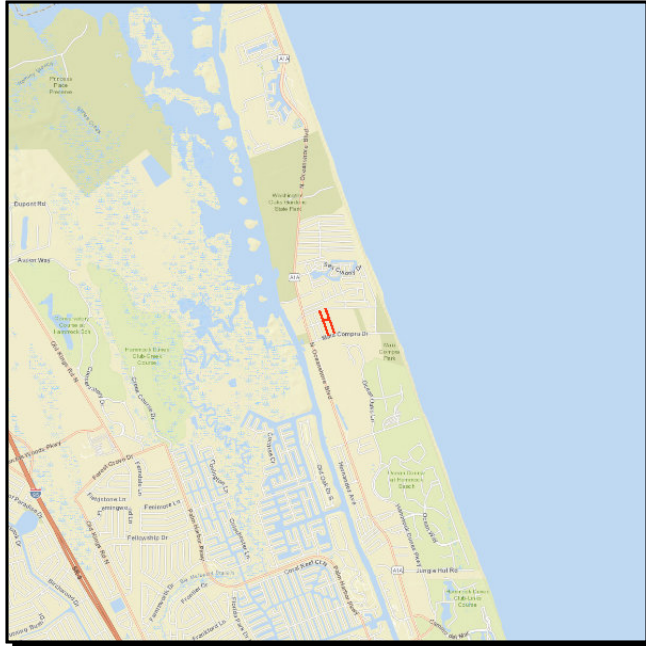
**Total Project Cost:** 10,583,634

**Project Description:** Resurfacing on SR 40 from East of Rodeo Rd to Bayberry Dr. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4442141

Apache Dr from Osceola Ave to 1st Ave & Osceola Ave & 1st Ave

Non-SIS



**Work Summary:**

DRAINAGE  
IMPROVEMENTS

**From:**

Osceola Ave

**To:**

1st Ave & Osceola Ave & 1st Ave

**Lead Agency:**

Flagler County

**Length:**

1.178 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SCRA	1,000,000	0	0	0	0	1,000,000
<b>Total</b>		<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>

**Prior Cost < 2021/22:** 300,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,300,000

**Project Description:** JPA with Flagler County for stormwater drainage improvements on Apache Dr from (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4452081

**SR 600/US 92 Resurfacing from Educators Rd to Tomoka Farms Rd Non-SIS**

No Map  
Available

**Work Summary:** RESURFACING      **From:** Educators Rd  
  
**To:** Tomoka Farms Rd  
  
**Lead Agency:** Managed by FDOT      **Length:** 2.261 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	10,540	0	0	0	10,540
CST	DDR	0	4,084,224	0	0	0	4,084,224
<b>Total</b>		<b>0</b>	<b>4,094,764</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,094,764</b>

**Prior Cost < 2021/22:** 908,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 5,002,764

**Project Description:** Curbed roadway resurfacing with pedestrian and ADA improvements of SR 600/US 92 from Educators Rd to Tomoka Farms Rd.(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4452161

SR 5/US 1 RESURFACING

Non-SIS

No Map  
Available

**Work Summary:** RESURFACING      **From:** Woodland Ave  
**To:** N of Palm Coast Pkwy  
**Lead Agency:** Managed by FDOT      **Length:** 5.966

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DS	0	0	10,753,801	0	0	10,753,801
CST	DIH	0	0	10,830	0	0	10,830
CST	DDR	0	0	1,516,362	0	0	1,516,362
<b>Total</b>		<b>0</b>	<b>0</b>	<b>12,280,993</b>	<b>0</b>	<b>0</b>	<b>12,280,993</b>

**Prior Cost < 2021/22:** 1,037,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 13,317,993

**Project Description:** Resurfacing project on SR5/US 1 from Woodland Ave to N of Palm Coast Pkwy (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4452191

SR 100 RESURFACING

Non-SIS

**Work Summary:** RESURFACING  
**From:** N Palmetto St  
**To:** Old Kings Rd S  
**Lead Agency:** Managed by FDOT  
**Length:** 4.551

No Map  
Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DIH	10,000	0	0	0	0	10,000
PE	ACSA	1,528,000	0	0	0	0	1,528,000
CST	DS	0	0	982,743	0	0	982,743
CST	DIH	0	0	10,000	0	0	10,000
CST	SA	0	0	4,545,548	0	0	4,545,548
CST	DDR	0	0	5,495,501	0	0	5,495,501
<b>Total</b>		<b>1,538,000</b>	<b>0</b>	<b>11,033,792</b>	<b>0</b>	<b>0</b>	<b>12,571,792</b>

**Prior Cost < 2021/22:** 5,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 12,576,792

**Project Description:** Resurfacing project on SR 100 from N Palmetto St to Old Kings Rd. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4453001

SR 44 Resurfacing from North Hill Ave to EB I-4 On-Ramp

Non-SIS



**Work Summary:** RESURFACING      **From:** North Hill Ave  
**To:** Eastbound I-4 On-Ramp  
**Lead Agency:** Managed by FDOT      **Length:** 3.792 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	10,540	0	0	0	10,540
CST	DDR	0	4,888,581	0	0	0	4,888,581
Total		0	4,899,121	0	0	0	4,899,121

**Prior Cost < 2021/22:** 917,243  
**Future Cost > 2025/26:** 0  
**Total Project Cost:** 5,816,364  
**Project Description:** Flush shoulder resurfacing with roadside and pedestrian improvements of SR 44 from North Hill Ave to Eastbound I-4 On-Ramp.(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4453011

**SR 15 / 600 (US 17/92) RESURFACING**

**Non-SIS**

**Work Summary:** RESURFACING      **From:** Wisconsin Ave  
**To:** N of SR 15A (Taylor Rd)  
**Lead Agency:** Managed by FDOT      **Length:** 2.852

No Map  
Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DIH	10,000	0	0	0	0	10,000
PE	ACSA	1,175,000	0	0	0	0	1,175,000
CST	DS	0	0	7,196,587	0	0	7,196,587
CST	DIH	0	0	10,000	0	0	10,000
CST	DDR	0	0	940,283	0	0	940,283
<b>Total</b>		<b>1,185,000</b>	<b>0</b>	<b>8,146,870</b>	<b>0</b>	<b>0</b>	<b>9,331,870</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 9,331,870

**Project Description:** Resurfacing project on SR 15/600 (US 17/92) from Wisconsin Ave to N of SR 15A (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



4469261

WESTMAYER PLACE

Non-SIS

No Map Available

Work Summary:		RESURFACING	From:	N Ocean Shore Blvd			
			To:	End of Road			
Lead Agency:		Responsible Agency Not Available	Length:	.136			
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	SCRA	0	0	50,000	0	0	50,000
Total		0	0	50,000	0	0	50,000

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

50,000

Project Description:

Resurfacing project on Westmayer Place from N Ocean Shore Blvd to end of Road. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4469301

JUNGLE HUT ROAD

Non-SIS

No Map Available

Work Summary:		ROAD RECONSTRUCTION - 2		From:	N Ocean Shore Blvd		
				To:	Beach Access Point		
Lead Agency:		Responsible Agency Not Available		Length:	.716		
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	SCRA	0	0	0	120,000	0	120,000
Total		0	0	0	120,000	0	120,000

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

120,000

Project Description:

Road reconstruction on Jungle Hut Road from N Ocean Shore Blvd to Beach Access Point. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4469311

ARMAND BEACH DRIVE

Non-SIS

No Map Available

Work Summary:		ROAD RECONSTRUCTION - 2		From:	N Ocean Shore Blvd		
				To:	Various		
Lead Agency:		Responsible Agency Not Available		Length:	2.045		

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	SCRA	100,000	0	0	0	0	100,000
Total		100,000	0	0	0	0	100,000

**Prior Cost < 2021/22:**

0

**Future Cost > 2025/26:**

0

**Total Project Cost:**

100,000

**Project Description:**

Road reconstruction on Armand Beach Dr at North Ocean Shore Blvd. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4469381

SEASCAPE DRIVE ROAD RECONSTRUCTION

Non-SIS

No Map Available

Work Summary:		ROAD RECONSTRUCTION - 2		From:	Central Ave		
				To:	End of Road		
Lead Agency:		Responsible Agency Not Available		Length:	.235		

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	SCRA	50,000	0	0	0	0	50,000
CST	SCRA	0	0	0	400,000	0	400,000
Total		50,000	0	0	400,000	0	450,000

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

450,000

Project Description:

Road reconstruction on Seascape Drive from Central Ave to End of Road. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4471051

SR 40 Resurfacing

Non-SIS

**Work Summary:** RESURFACING      **From:** SR 5  
**To:** Beginning of Bridge 790132  
**Lead Agency:** Managed by FDOT      **Length:** .494

No Map  
Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DIH	10,000	0	0	0	0	10,000
PE	DDR	606,000	0	0	0	0	606,000
CST	DS	0	0	1,343,848	0	0	1,343,848
CST	DIH	0	0	10,000	0	0	10,000
CST	DDR	0	0	183,720	0	0	183,720
<b>Total</b>		<b>616,000</b>	<b>0</b>	<b>1,537,568</b>	<b>0</b>	<b>0</b>	<b>2,153,568</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 2,153,568

**Project Description:** Resurfacing project on SR 40 from SR 5/US 1 to Beginning of Bridge 790132. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4471181

SR 5/US 1 OVER PELLICER CREEK BRIDGE REPLACEMENT

Non-SIS



**Work Summary:** BRIDGE REPLACEMENT **From:**  
**To:**  
**Lead Agency:** Managed by FDOT **Length:** .231

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACBR	1,550,000	0	0	0	0	1,550,000
CST	ACBR	0	0	0	0	9,262,615	9,262,615
Total		1,550,000	0	0	0	9,262,615	10,812,615

**Prior Cost < 2021/22:** 0  
**Future Cost > 2025/26:** 0  
**Total Project Cost:** 10,812,615  
**Project Description:** Bridge Replacement of SR 5/US 1 over Pellicer Creek. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4471341

SR5 / US1 DECK & GUNITE REPAIRS FOR BRIDGES 790087 & 790116 Non-SIS



**Work Summary:** BRIDGE-REPAIR/REHAB **From:**  
**To:**  
**Lead Agency:** Managed by FDOT **Length:** 1.643

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	2,052	0	0	0	0	2,052
CST	BRRP	374,818	0	0	0	0	374,818
Total		376,870	0	0	0	0	376,870

**Prior Cost < 2021/22:** 93,177  
**Future Cost > 2025/26:** 0  
**Total Project Cost:** 470,047  
**Project Description:** Bridge Repair/Rehab SR5/US1 Deck and Gunite Repairs at Bridges 790087 and 790116. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4471401

SR 40 BRIDGE 790132 FENDER REHAB

Non-SIS



**Work Summary:** BRIDGE-REPAIR/REHAB **From:**  
**To:**  
**Lead Agency:** Managed by FDOT **Length:** .364

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	2,052	0	0	0	0	2,052
CST	BRRP	1,056,635	0	0	0	0	1,056,635
Total		1,058,687	0	0	0	0	1,058,687

**Prior Cost < 2021/22:** 2,000  
**Future Cost > 2025/26:** 0  
**Total Project Cost:** 1,060,687  
**Project Description:** Bridge Repair/Rehab SR 40 Fender Rehab at Bridge 790132. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))



**4481831**

## KEPLER COMPLEX FUEL ISLAND CANOPY REPLACEMENT

## Non-SIS

No Map Available

**Work Summary:** FIXED CAPITAL OUTLAY **From:**

**To:**

**Lead Agency:** Managed by FDOT      **Length:** .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	FCO	100,000	0	0	0	0	100,000
<b>Total</b>		<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 100,000

<b>Project Description:</b>	Canopy Replacement at Kepler Complex Fuel Island (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))
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4481841

KEPLER COMPLEX ROOF FLASHING REPAIR - 1ST & 2ND STORY

Non-SIS



**Work Summary:**      FIXED CAPITAL OUTLAY **From:**

**To:**

**Lead Agency:**      Managed by FDOT      **Length:**    .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	FCO	50,000	0	0	0	0	50,000
<b>Total</b>		<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,000</b>

**Prior Cost < 2021/22:**      0

**Future Cost > 2025/26:**    0

**Total Project Cost:**        50,000

**Project Description:**      Roof Flashing Repair at Kepler Complex (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4481851

KEPLER COMPLEX ROOF METAL SCREWS REPLACEMENT -

Non-SIS



**Work Summary:**      FIXED CAPITAL OUTLAY **From:**  
  
**To:**  
  
**Lead Agency:**      Managed by FDOT      **Length:**    .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	25,000	0	0	0	0	25,000
<b>Total</b>		<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>

**Prior Cost < 2021/22:**      0  
**Future Cost > 2025/26:**    0  
**Total Project Cost:**        25,000  
**Project Description:**      Roof Metal Screws Replacement at Kepler Complex (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4482031

DELAND DISTRICT HQ OFFICE VARIABLE AIRFLOW VALVE (VAV)

Non-SIS



**Work Summary:**      FIXED CAPITAL OUTLAY **From:**

**To:**

**Lead Agency:**      Managed by FDOT      **Length:**    .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	FCO	46,000	0	0	0	0	46,000
<b>Total</b>		<b>46,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46,000</b>

**Prior Cost < 2021/22:**      0

**Future Cost > 2025/26:**    0

**Total Project Cost:**        46,000

**Project Description:**      Maintenance at DeLand District HQ Office (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4482041

DELAND DISTRICT HQ OFFICE WALLPAPER REPLACEMENT /

Non-SIS



**Work Summary:**      FIXED CAPITAL OUTLAY **From:**

**To:**

**Lead Agency:**      Managed by FDOT      **Length:**    .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	40,000	0	0	0	0	40,000
<b>Total</b>		<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,000</b>

**Prior Cost < 2021/22:**      0

**Future Cost > 2025/26:**    0

**Total Project Cost:**        40,000

**Project Description:**        Maintenance at DeLand District HQ Office (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4482051

DELAND DISTRICT HQ OFFICE WINDOW TINTING REPLACEMENT BYNon-SIS



**Work Summary:**      FIXED CAPITAL OUTLAY **From:**  
  
**To:**  
  
**Lead Agency:**      Managed by FDOT      **Length:**    .000

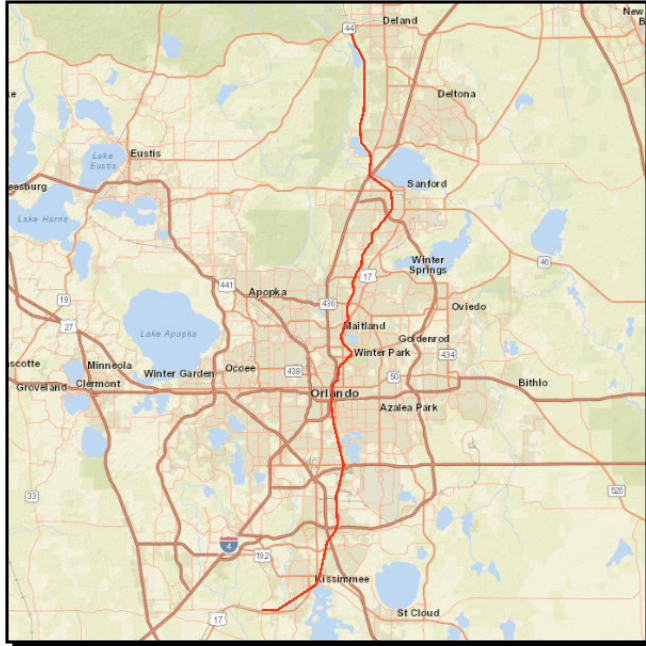
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	25,000	0	0	0	0	25,000
<b>Total</b>		<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>

**Prior Cost < 2021/22:**      0  
**Future Cost > 2025/26:**    0  
**Total Project Cost:**        25,000  
**Project Description:**        Maintenance at DeLand District HQ Office (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

**Section VI - Transit & Transportation Disadvantaged Projects**

4129942

Central Florida Commuter Rail System Eng/Admin/Marketing & Prof Non-SIS



**Work Summary:** INTERMODAL HUB CAPACITY

**From:** DeLand Station (future)

**To:** Poinciana Station in Osceola Cnty (future)

**Lead Agency:** Florida Department of Transportation

**Length:** 60.280 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DPTO	341,122	446,424	0	0	0	787,546
<b>Total</b>		<b>341,122</b>	<b>446,424</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>787,546</b>

**Prior Cost < 2021/22:** 57,852,728

**Future Cost > 2025/26:** 0

**Total Project Cost:** 58,640,274

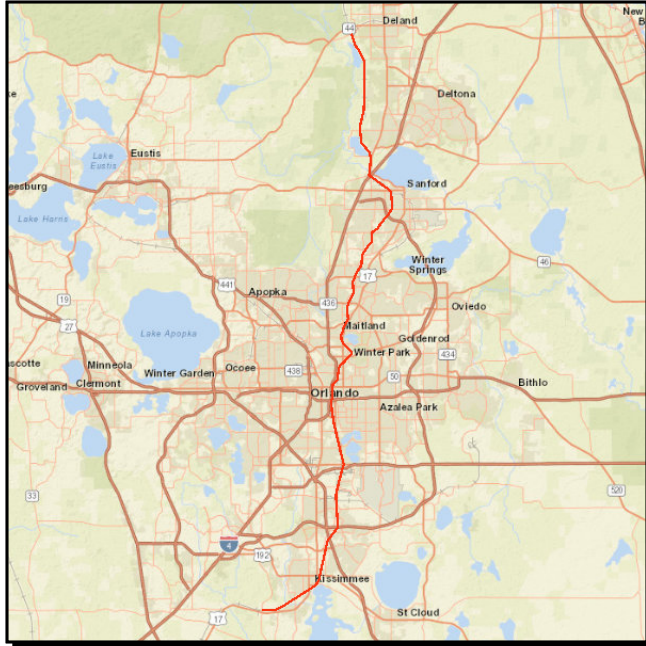
**Project Description:** Central Florida Commuter Rail System (SunRail) consultant and contract services related to marketing and public involvement, engineering consultant services for project support and contract staff for administrative support. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)



4284561

SunRail System In-House Overhead

Non-SIS



**Work Summary:** PUBLIC TRANS  
IN-HOUSE SUPPORT

**From:** DeLand Station (future)

**To:** Poinciana Station in Osceola County

**Lead Agency:** Florida Department of Transportation

**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ADM	D	750,000	750,000	750,000	750,000	750,000	3,750,000
<b>Total</b>		<b>750,000</b>	<b>750,000</b>	<b>750,000</b>	<b>750,000</b>	<b>750,000</b>	<b>3,750,000</b>

**Prior Cost < 2021/22:** 6,336,365

**Future Cost > 2025/26:** 0

**Total Project Cost:** 10,086,365

**Project Description:** Central Florida Commuter Rail System (SunRail) In-House Overhead. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4302851

Volusia - Votran Increase Headways Routes 3, 4, 7, 11

Non-SIS



Work Summary:

TRANSIT SERVICE  
DEMONSTRATION

From:

US 1 corridor - Volusia County

To:

Lead Agency:

Votran

Length:

n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DPTO	783,614	807,124	831,338	856,277	874,159	4,152,512
<b>Total</b>		<b>783,614</b>	<b>807,124</b>	<b>831,338</b>	<b>856,277</b>	<b>874,159</b>	<b>4,152,512</b>

Prior Cost < 2021/22: 6,315,747

Future Cost > 2025/26: 0

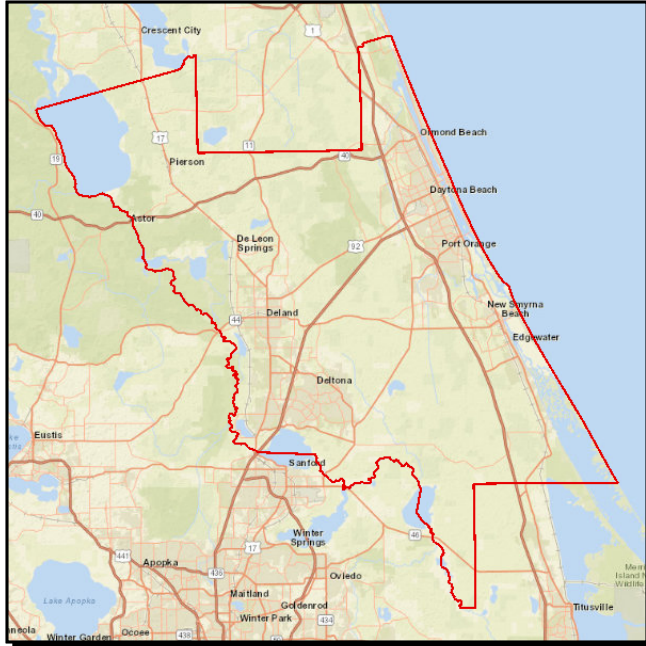
Total Project Cost: 10,468,259

**Project Description:** Increase headways to 30 minutes on Votran routes 3 & 4 (US 1 Corridor), Votran route 7 (Nova Rd (SR 5A) Corridor), and Votran route 11 (Clyde Morris Blvd (SR 483) Corridor). This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/ System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4315331

Volusia - Section 5307 Capital for Fixed Route

Non-SIS



**Work Summary:** CAPITAL FOR FIXED ROUTE  
**From:** Volusia County-wide  
**To:**  
**Lead Agency:** Votran  
**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	8,487,200	8,741,816	9,004,070	9,274,192	0	35,507,278
CAP	LF	2,121,800	2,185,545	2,251,018	2,318,548	0	8,876,911
<b>Total</b>		<b>10,609,000</b>	<b>10,927,361</b>	<b>11,255,088</b>	<b>11,592,740</b>	<b>0</b>	<b>44,384,189</b>

**Prior Cost < 2021/22:** 38,947,646

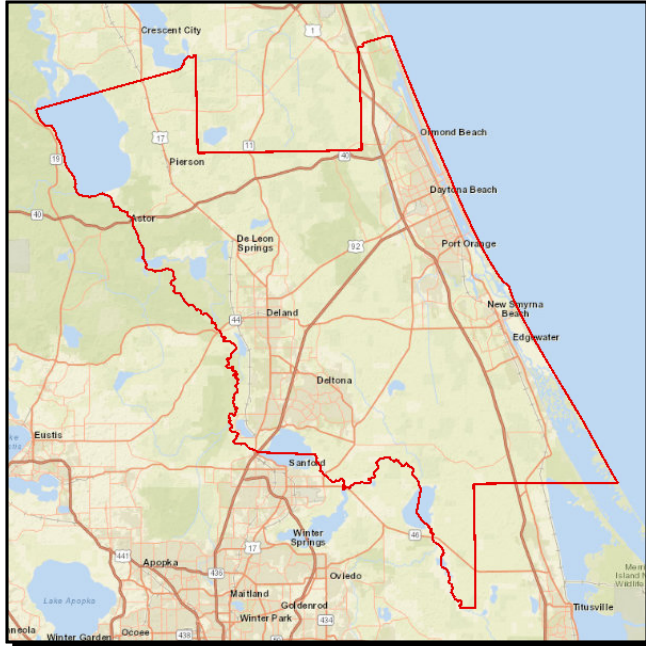
**Future Cost > 2025/26:** 0

**Total Project Cost:** 83,331,835

**Project Description:** Votran receives FTA Section 5307 funds for procurement, maintenance, operating and planning transit service. This project supports efforts to meet the adopted targets for Transit Asset Management/State of Good Repair. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4333071

**Volusia-Block Grant Operating Assist for Fixed Rt Service Sec 5307 Non-SIS**



**Work Summary:** OPERATING FOR FIXED ROUTE **From:** Volusia County-wide

**To:**

**Lead Agency:** Votran

**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DPTO	2,177,751	0	0	0	0	2,177,751
OPS	DDR	363,885	0	0	0	0	363,885
OPS	LF	2,177,751	0	0	0	0	2,177,751
<b>Total</b>		<b>4,719,387</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,719,387</b>

**Prior Cost < 2021/22:** 48,309,323

**Future Cost > 2025/26:** 0

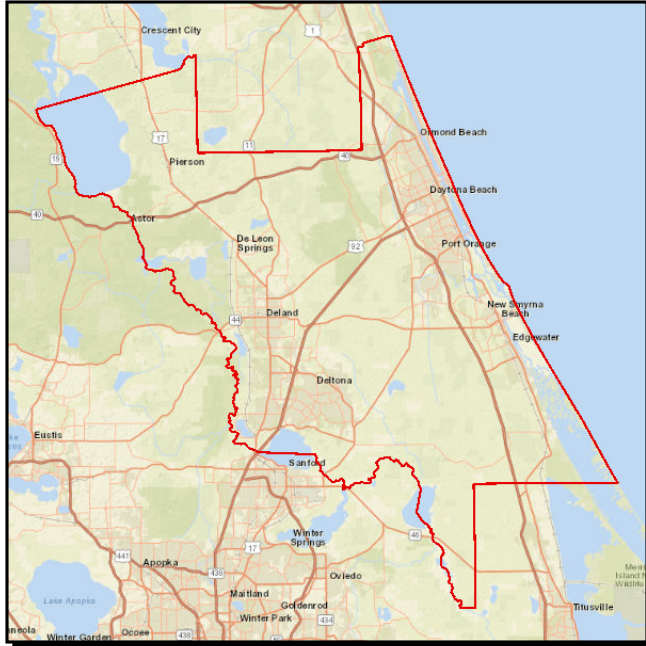
**Total Project Cost:** 53,028,710

**Project Description:** Votran receives Federal Transit Administration (FTA) Section 5307 Block Grant and local funding for operating assistance. This project includes funding for FY 2019/20 through FY 2021/22. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4333111

Volusia - Section 5311 Rural Transportation

Non-SIS



**Work Summary:** OPERATING/ADMIN. ASSISTANCE  
**From:** Volusia County-wide  
**To:**  
**Lead Agency:** Votran  
**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	342,226	0	0	0	0	342,226
OPS	LF	342,226	0	0	0	0	342,226
<b>Total</b>		<b>684,452</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>684,452</b>

**Prior Cost < 2021/22:** 2,568,226

**Future Cost > 2025/26:** 0

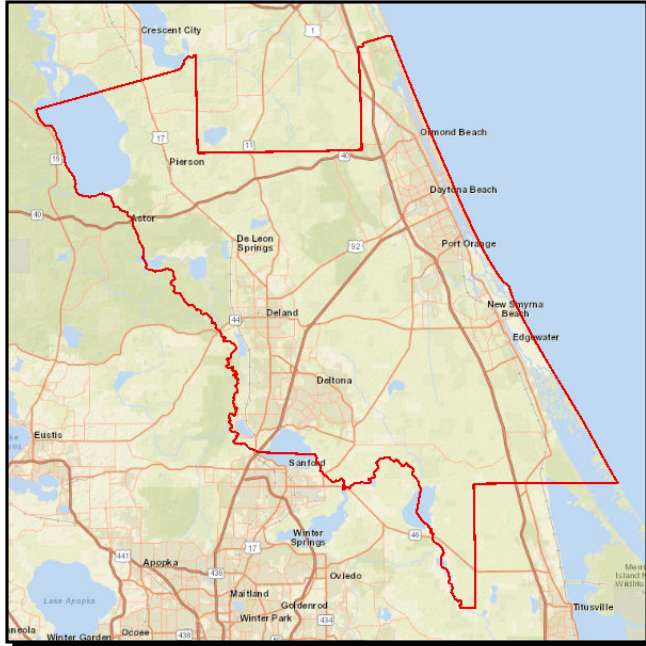
**Total Project Cost:** 3,252,678

**Project Description:** Votran receives Federal Transit Administration (FTA) Section 5311 funds for operating and administrative assistance to provide transportation for rural geographical areas. This project includes funding for FY 2019/20 through FY 2021/22. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)



4352491

**Volusia Votran Section 5307 Buses and Equipment (SU Set-Aside) Non-SIS**



**Work Summary:** CAPITAL FOR FIXED ROUTE  
**From:** Volusia County-wide  
**To:**  
**Lead Agency:** Votran  
**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTAT	1,649,869	1,599,870	1,591,347	1,584,687	1,576,186	8,001,959
CAP	SU	1,649,869	1,599,870	1,591,347	1,584,687	1,576,186	8,001,959
CAP	LF	412,467	399,968	397,837	396,172	394,047	2,000,491
<b>Total</b>		<b>3,712,205</b>	<b>3,599,708</b>	<b>3,580,531</b>	<b>3,565,546</b>	<b>3,546,419</b>	<b>18,004,409</b>

**Prior Cost < 2021/22:** 9,073,646

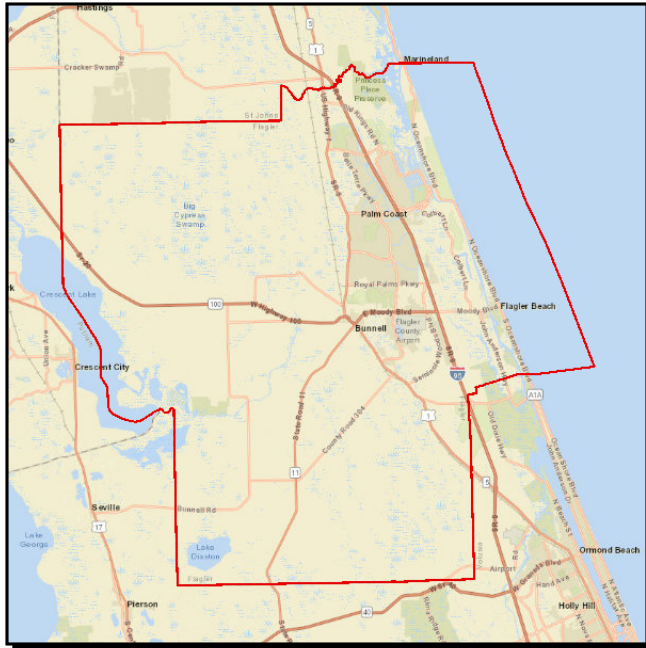
**Future Cost > 2025/26:** 0

**Total Project Cost:** 27,078,055

**Project Description:** Votran receives STP SU set-aside funding (30% of the River to Sea TPO's allocation) and FTA Section 5307 funds to assist with capital equipment purchases, including vehicles. This project supports efforts to meet the adopted targets for Transit Asset Management/State of Good Repair. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4353941

**Flagler County Public Transit FTA Sec. 5311 Operating and Admin. Non-SIS**



**Work Summary:** OPERATING/ADMIN. ASSISTANCE  
**From:** Flagler County-wide  
**To:**  
**Lead Agency:** Flagler County  
**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	71,901	75,496	79,270	83,234	87,396	397,297
OPS	LF	71,901	75,496	79,270	83,234	87,396	397,297
<b>Total</b>		<b>143,802</b>	<b>150,992</b>	<b>158,540</b>	<b>166,468</b>	<b>174,792</b>	<b>794,594</b>

**Prior Cost < 2021/22:** 393,842

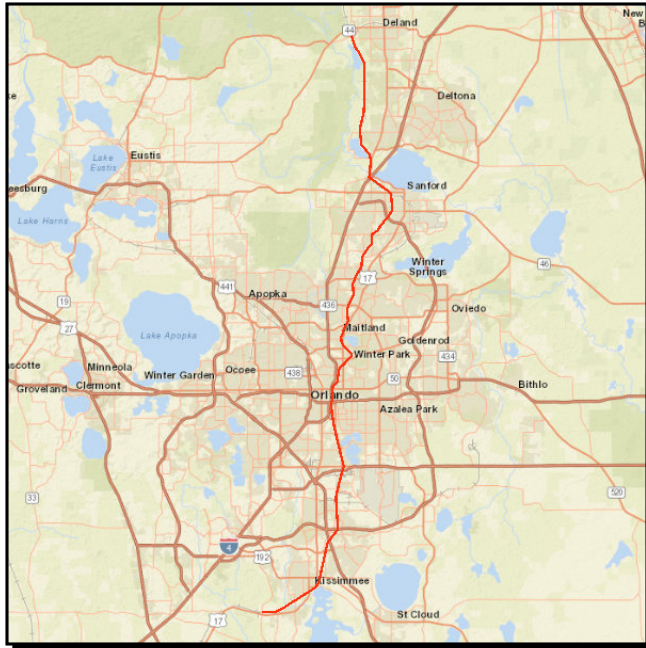
**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,188,436

**Project Description:** Flagler County receives Federal Transit Administration (FTA) Section 5311 operating/administrative assistance for public transit in rural areas. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4355241

**Central Florida Commuter Rail System Operations & Maintenance SIS**



**Work Summary:** ROUTINE MAINTENANCE

**From:** DeLand Station (future)

**To:** Poinciana Station in Osceola Cnty

**Lead Agency:** Florida Department of Transportation

**Length:** 60.340 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	6,300,000	6,300,000	6,300,000	0	0	18,900,000
<b>Total</b>		<b>6,300,000</b>	<b>6,300,000</b>	<b>6,300,000</b>	<b>0</b>	<b>0</b>	<b>18,900,000</b>

**Prior Cost < 2021/22:** 44,100,418

**Future Cost > 2025/26:** 0

**Total Project Cost:** 63,000,418

**Project Description:** Central Florida Commuter Rail System Operations & Maintenance activity along the corridor. Votran Co of Volusia Express Routes Serving SunRail. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)



4369451

5310 Operating Assistance

Non-SIS



**Work Summary:**    OPERATING FOR FIXED **From:**  
                                 ROUTE

**To:**

**Lead Agency:**    Flagler County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	126,135	0	0	0	0	126,135
OPS	LF	126,135	0	0	0	0	126,135
Total		252,270	0	0	0	0	252,270

**Prior Cost < 2021/22:**    2,028,130

**Future Cost > 2025/26:**    0

**Total Project Cost:**    2,280,400

**Project Description:**    (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4369452

5312 OPERATING ASSISTANCE FOR FLAGLER CO BOARD OF CO

Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE

From:

To:

Lead Agency: MANAGED BY FLAGLER COUNTY

Length: .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	19,147	0	0	0	0	19,147
OPS	LF	19,147	0	0	0	0	19,147
Total		38,294	0	0	0	0	38,294

Prior Cost < 2021/22: 79,728

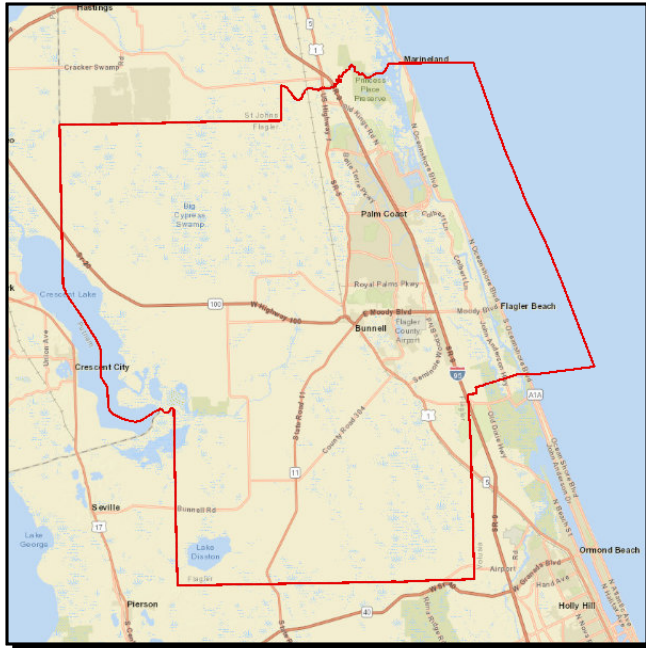
Future Cost > 2025/26: 0

Total Project Cost: 118,022

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4408031

Flagler County Public Transportation Program 25 Block Grant Op Non-SIS



**Work Summary:** OPERATING FOR FIXED ROUTE

**From:** Flagler County-wide

**To:**

**Lead Agency:** Flagler County

**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DPTO	266,660	0	0	0	0	266,660
OPS	LF	266,660	0	0	0	0	266,660
<b>Total</b>		<b>533,320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>533,320</b>

**Prior Cost < 2021/22:** 1,886,203

**Future Cost > 2025/26:** 0

**Total Project Cost:** 2,419,523

**Project Description:** Flagler County receives state block grant funds for transit operating assistance for small urban & rural areas. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4420652

Central FI Commuter Rail Sys Positive Train Control Maintenance

Non-SIS



**Work Summary:** INTERMODAL HUB CAPACITY

**From:**

**To:**

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	TRIP	250,000	5,000,000	0	0	0	5,250,000
OPS	DPTO	4,750,000	0	0	0	0	4,750,000
Total		5,000,000	5,000,000	0	0	0	10,000,000

**Prior Cost < 2021/22:** 700,000

**Future Cost > 2025/26:** 0

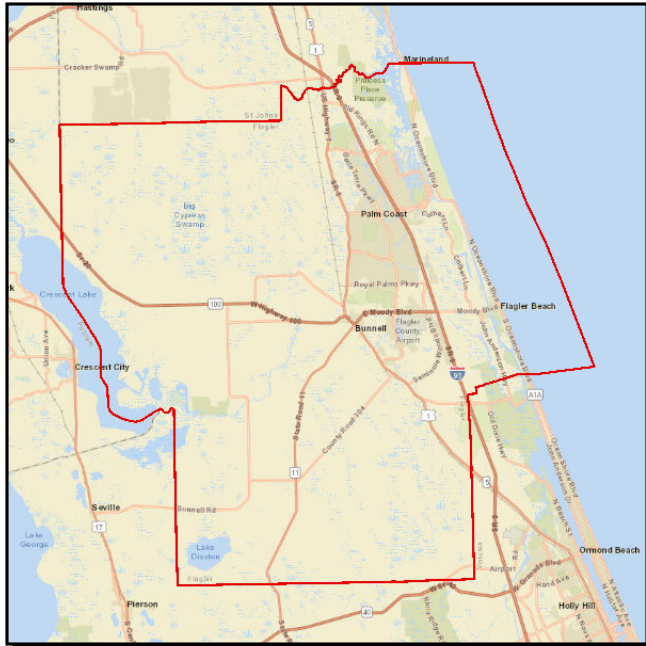
**Total Project Cost:** 10,700,000

**Project Description:** Positive train control (PTC) maintenance FY 22-23 extended Ph II South. This project supports efforts to meet the adopted safety targets. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4424521

Flagler-Block Grant Operating Assistance SEC 5307

Non-SIS



**Work Summary:** OPERATING FOR FIXED ROUTE  
**From:** Flagler County-wide

**To:**

**Lead Agency:** Florida Department of Transportation

**Length:** .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DPTO	0	177,348	282,899	291,386	300,128	1,051,761
OPS	LF	0	177,348	282,899	291,386	300,128	1,051,761
<b>Total</b>		<b>0</b>	<b>354,696</b>	<b>565,798</b>	<b>582,772</b>	<b>600,256</b>	<b>2,103,522</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

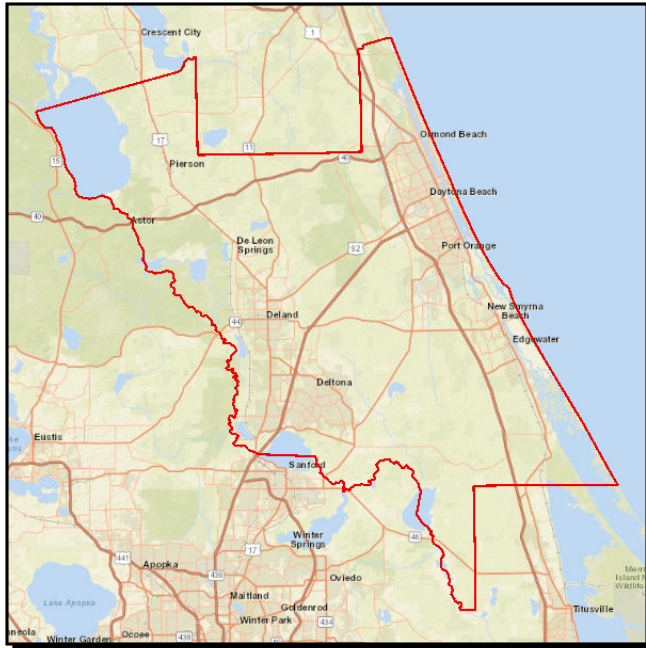
**Total Project Cost:** 2,103,522

**Project Description:** Block Grant Operating Assistance for Fixed Route Service. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4424571

Volusia-Block Grant Operating Assistance Sec 5307

Non-SIS



**Work Summary:** OPERATING FOR FIXED ROUTE  
**From:** Volusia County-wide  
**To:**  
**Lead Agency:** Votran  
**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DPTO	0	2,243,084	2,310,376	2,379,687	2,451,078	9,384,225
OPS	DDR	0	352,858	350,975	349,830	347,632	1,401,295
OPS	LF	0	2,243,084	2,310,376	2,379,687	2,451,078	9,384,225
<b>Total</b>		<b>0</b>	<b>4,839,026</b>	<b>4,971,727</b>	<b>5,109,204</b>	<b>5,249,788</b>	<b>20,169,745</b>

Prior Cost < 2021/22: 0

Future Cost > 2025/26: 0

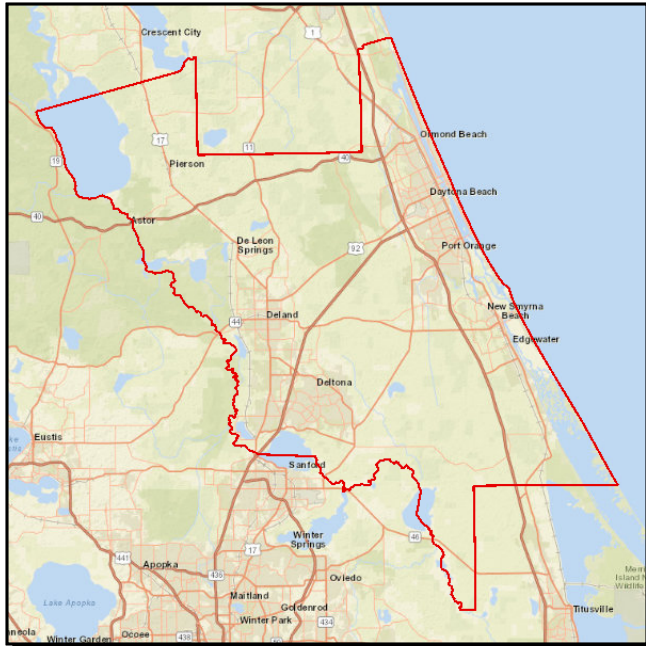
Total Project Cost: 20,169,745

**Project Description:** Votran receives FTA Section 5307 funds for procurement, maintenance, operating and planning transit service. Votran Co of Volusia Express Routes Serving SunRail. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4424621

Volusia-Votran Section 5311 Rural Transportation

Non-SIS



**Work Summary:** OPERATING/ADMIN. ASSISTANCE  
**From:** Volusia County-wide  
**To:**  
**Lead Agency:** Votran  
**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	0	359,337	377,304	396,169	415,978	1,548,788
OPS	LF	0	359,337	377,304	396,169	415,978	1,548,788
<b>Total</b>		<b>0</b>	<b>718,674</b>	<b>754,608</b>	<b>792,338</b>	<b>831,956</b>	<b>3,097,576</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 3,097,576

**Project Description:** Votran receives Federal Transit Administration (FTA) Section 5311 funds for operating and administrative assistance to provide transportation for rural geographical areas. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4425661

Central FI Commuter Rail System Capital for State of Good Repair Non-SIS



**Work Summary:** INTERMODAL HUB CAPACITY  
**From:**  
**To:**

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	2,750,000	0	0	0	0	2,750,000
<b>Total</b>		<b>2,750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,750,000</b>

**Prior Cost < 2021/22:** 22,698,086

**Future Cost > 2025/26:** 0

**Total Project Cost:** 25,448,086

**Project Description:** Capital for the state of good repair. This project supports efforts to meet the adopted targets for Transit Asset Management/State of Good Repair. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)



4481711

Volusia - Votran Section 5339 Small Urban Fixed Route Project

Non-SIS



**Work Summary:** CAPITAL FOR FIXED ROUTE

**From:**

**To:**

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	343,052	0	0	0	0	343,052
CAP	LF	85,763	0	0	0	0	85,763
<b>Total</b>		<b>428,815</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>428,815</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 428,815

**Project Description:** Transit project that allocates funding for bus and bus facility improvements (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4481721

Volusia County Votran Section 5339 Large Urban Capital Fixed Route Non-SIS



**Work Summary:** CAPITAL FOR FIXED ROUTE

**From:**

**To:**

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	650,331	0	0	0	0	650,331
CAP	LF	162,582	0	0	0	0	162,582
Total		812,913	0	0	0	0	812,913

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 812,913

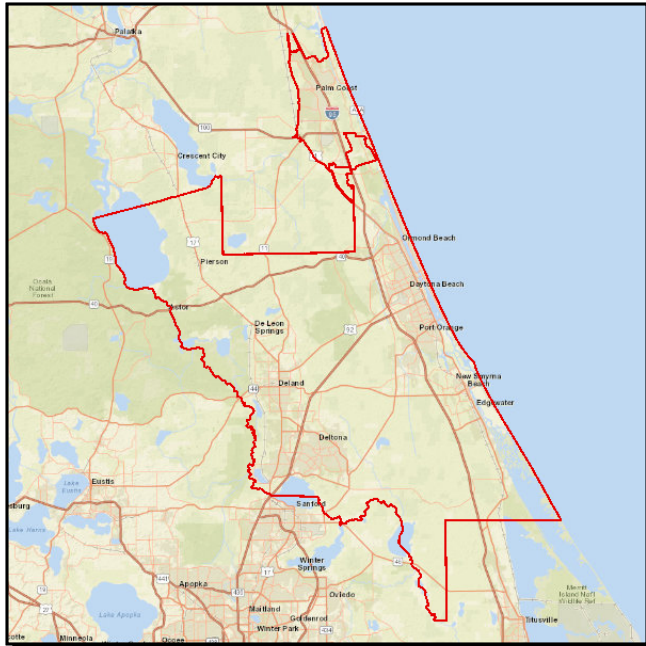
**Project Description:** Transit project that allocates funding for bus and bus facility improvements (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

**Section VII - Bicycle, Pedestrian & Enhancement Projects**

4046181

River to Sea TPO Bike/Pedestrian SU/TALU Set-Aside Reserve

Non-SIS



**Work Summary:** BIKE PATH/TRAIL **From:** Not yet determined

**To:**

**Lead Agency:** River to Sea TPO **Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	81,763	128,731	969,752	1,735,341	0	2,915,587
CST	TALU	0	3,461	0	59,574	0	63,035
<b>Total</b>		<b>81,763</b>	<b>132,192</b>	<b>969,752</b>	<b>1,794,915</b>	<b>0</b>	<b>2,978,622</b>

**Prior Cost < 2021/22:** 5,263

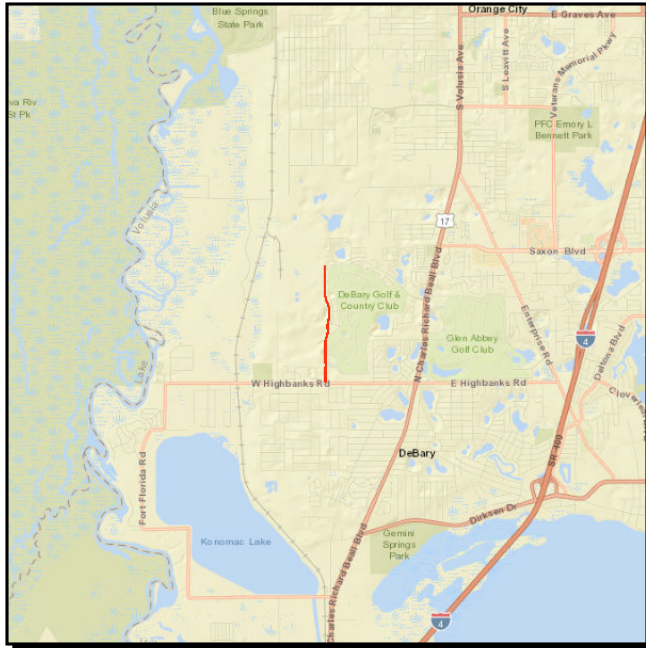
**Future Cost > 2025/26:** 0

**Total Project Cost:** 2,983,885

**Project Description:** Thirty percent (30%) of SU (XU)/TALU funds received by the River to Sea TPO are set aside for bike and pedestrian improvements. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4390396

**Spr To Spr Trail Phase 3C W Highbanks Rd to DeBary Plantation Blvd Non-SIS**



**Work Summary:** BIKE PATH/TRAIL  
**From:** W Highbanks Rd  
**To:** DeBary Plantation Blvd  
**Lead Agency:** Volusia County  
**Length:** 1.300 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	TLWR	0	0	1,173,000	0	0	1,173,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,173,000</b>	<b>0</b>	<b>0</b>	<b>1,173,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,173,000

**Project Description:** Construct a sidewalk (5' wide) in DeBary on the north side of West Highbanks Road to DeBary Plantation Blvd. The segment originally programmed for CST under 439039-2 Phase 3A but deleted due to scope & limit change. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4398622

Titusville to Edgewater Trail from Roberts Rd to Dale Ave

Non-SIS



**Work Summary:** BIKE PATH/TRAIL      **From:** Roberts Rd  
**To:** Dale Ave  
**Lead Agency:** Responsible Agency Not Available      **Length:** 4.500 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	TLWR	0	5,889,944	0	0	0	5,889,944
CST	DDR	0	1,001,337	0	0	0	1,001,337
Total		0	6,891,281	0	0	0	6,891,281

Prior Cost < 2021/22:

2,349,000

Future Cost > 2025/26:

0

Total Project Cost:

9,240,281

Project Description:

Construct a multi-use trail (12' wide) From Titusville to Edgewater between Roberts Road and Dale Avenue. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4398641

St Johns River to Sea Loop Myrtle Av from 10th St to SR 44/Lytle Av Non-SIS



**Work Summary:** BIKE PATH/TRAIL  
**From:** 10th Street  
**To:** SR 44/Lytle Avenue  
**Lead Agency:** Florida Department of Transportation  
**Length:** 1.211 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	TLWR	207,850	106,000	0	0	0	313,850
PE	DDR	77,500	0	0	0	0	77,500
ROW	DIH	26,000	0	0	0	0	26,000
CST	DIH	0	0	11,110	0	0	11,110
CST	TLWR	0	0	2,045,043	0	0	2,045,043
<b>Total</b>		<b>311,350</b>	<b>106,000</b>	<b>2,056,153</b>	<b>0</b>	<b>0</b>	<b>2,473,503</b>

**Prior Cost < 2021/22:** 2,167,821

**Future Cost > 2025/26:** 0

**Total Project Cost:** 4,641,324

**Project Description:** Construct a multi-use trail (12' wide) in New Smyrna Beach along Myrtle Avenue from 10th Street to SR 44/Lytle Avenue. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4398652

SJR2C LOOP TRAIL - PALMETTO AVE

Non-SIS

No Map Available

Work Summary:		BIKE PATH/TRAIL		From:	Ridge Blvd		
				To:	Beville Rd		
Lead Agency:		Managed by FDOT		Length:	.000		
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	0	0	50,000	0	0	50,000
CST	TLWR	0	0	0	1,611,175	0	1,611,175
RRU	TLWR	0	0	0	375,000	0	375,000
Total		0	0	50,000	1,986,175	0	2,036,175

Prior Cost < 2021/22:	1,065,603
Future Cost > 2025/26:	0
Total Project Cost:	3,101,778
Project Description:	Construct St Johns River to Sea Loop Trail along Palmetto Avenue from Ridge Blvd to Beville Road. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)



4398741

**St Johns River to Sea Loop from Lake Beresford Park to Grand Ave Non-SIS**



**Work Summary:** BIKE PATH/TRAIL  
**From:** Lake Beresford Park  
**To:** Grand Ave  
**Lead Agency:** Volusia County  
**Length:** 3.566 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	10,810	0	0	0	10,810
CST	TLWR	0	7,935,791	0	0	0	7,935,791
CST	DDR	0	1,150,637	0	0	0	1,150,637
<b>Total</b>		<b>0</b>	<b>9,097,238</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,097,238</b>

**Prior Cost < 2021/22:** 714,979

**Future Cost > 2025/26:** 0

**Total Project Cost:** 9,812,217

**Project Description:** Spring to Spring Gap: DeLand. A segment of the St Johns River to Sea Loop Trail extending from Lake Beresford Park to Grand Avenue. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4399712

FREEMONT AVENUE SIDEWALK

Non-SIS



**Work Summary:** BIKE LANE/SIDEWALK    **From:** Niles Street  
**To:** Ridgewood Ave  
**Lead Agency:** MANAGED BY CITY OF DAYTONA BEACH/PUB    **Length:** .000

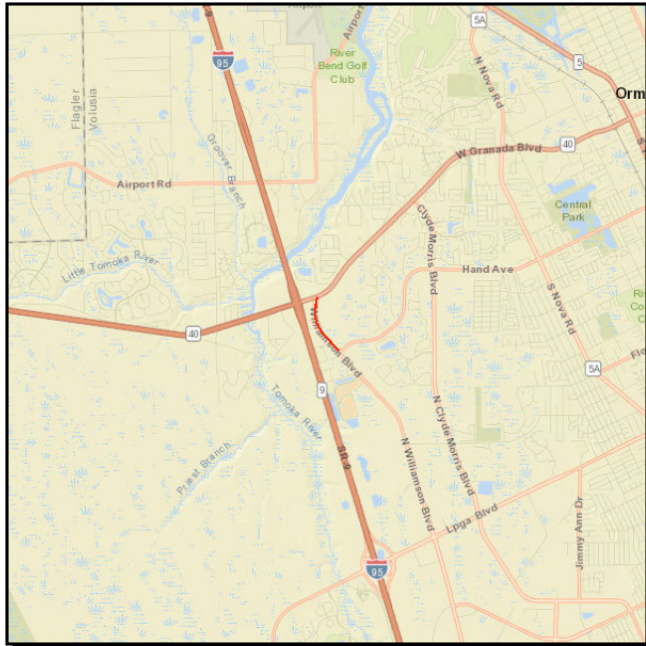
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	252,310	0	0	0	0	252,310
CST	TALU	65,625	0	0	0	0	65,625
Total		317,935	0	0	0	0	317,935

**Prior Cost < 2021/22:** 54,823  
**Future Cost > 2025/26:** 0  
**Total Project Cost:** 372,758  
**Project Description:** Construction of a 2,300 foot sidewalk along Freemont Avenue from Niles Street to Ridgewood Avenue. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4408531

Williamson Blvd/Hand Ave Pedestrian Improvements

Non-SIS



**Work Summary:** SIDEWALK  
**From:** at Williamson Blvd/Hand Ave  
**To:**  
**Lead Agency:** City of Ormond Beach  
**Length:** 0.183 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	39,333	0	0	0	0	39,333
CST	TALU	358,992	0	0	0	0	358,992
<b>Total</b>		<b>398,325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>398,325</b>

**Prior Cost < 2021/22:** 38,356

**Future Cost > 2025/26:** 0

**Total Project Cost:** 436,681

**Project Description:** Construct sidewalk (5' wide and 0.65 miles long) along Williamson Blvd. from San Marco Drive to Regal Theater driveway; crosswalk and pedestrian signals at the corner of Williamson Blvd. and Hand Avenue. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4409061

Navy Canal Trail from Museum Blvd West to Clyde Morris Blvd

Non-SIS



**Work Summary:** BIKE PATH/TRAIL  
**From:** Museum Blvd West  
**To:** Clyde Morris Blvd  
**Lead Agency:** City of Daytona Beach  
**Length:** 0.390 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	0	0	0	599,624	599,624
CST	SU	0	0	0	0	227,973	227,973
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>827,597</b>	<b>827,597</b>

**Prior Cost < 2021/22:** 48,500

**Future Cost > 2025/26:** 0

**Total Project Cost:** 876,097

**Project Description:** Twelve foot (12') wide trail in Daytona Beach along Navy Canal from Museum Blvd. to Clyde Morris Blvd. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4410771

**Volusia Pines Elementary & Ivy Hawn Charter School Sidewalk Gaps Non-SIS**



**Work Summary:** SIDEWALK

**From:** at Pleasant St, Lakeview St, Ohio St, Michigan St

**To:**

**Lead Agency:** Volusia County

**Length:** .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SR2T	0	631,450	0	0	0	631,450
CST	SA	0	5,000	0	0	0	5,000
<b>Total</b>		<b>0</b>	<b>636,450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>636,450</b>

**Prior Cost < 2021/22:** 92,500

**Future Cost > 2025/26:** 0

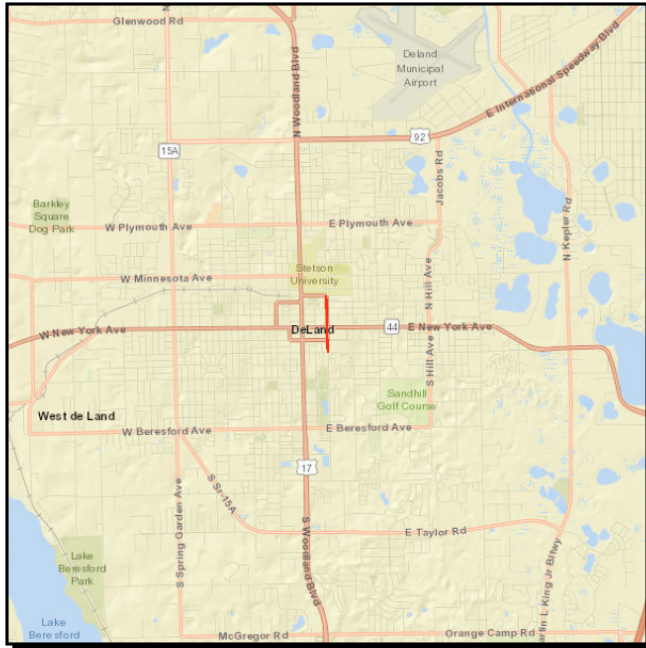
**Total Project Cost:** 728,950

**Project Description:** A new sidewalk connecting two city schools to the existing downtown park and a multi-use trail. This project supports efforts to meet the adopted safety targets. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35)

4413891

Amelia Ave from Voorhis Ave to Ohio Ave

Non-SIS



**Work Summary:** BIKE LANE/SIDEWALK **From:** Voorhis Ave  
**To:** Ohio Ave  
**Lead Agency:** Volusia County **Length:** 0.560 mile

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	2,149,612	0	0	0	0	2,149,612
<b>Total</b>		<b>2,149,612</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,149,612</b>

**Prior Cost < 2021/22:** 329,193

**Future Cost > 2025/26:** 0

**Total Project Cost:** 2,478,805

**Project Description:** Complete streets project to narrow travel lanes and provide bicycle and pedestrian safety enhancements. This project supports efforts to meet the adopted safety targets. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)





4433941

CAMPBELL MIDDLE SCHOOL & TURIE T. SMALL ELEMENTARY

Non-SIS



Work Summary:

SIDEWALK

From:

on South St, Keeth St and Cedar St

To:

Lead Agency:

MANAGED BY CITY OF DAYTONA BEACH/PUB

Length:

0.549 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	SR2T	171,177	0	0	0	0	171,177
CST	SR2T	0	0	952,143	0	0	952,143
Total		171,177	0	952,143	0	0	1,123,320

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

1,123,320

Project Description:

Safe Routes to School roadway, sidewalk, and ADA improvements along South Street, Keech Street, and Cedar Street to include replacing existing sidewalks, widening sidewalks, removal of on-street parking, reducing roadway width, and intersection improvements. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Pages 6-34 to 6-35).



4435121

A1A from Millsap Drive to State Road 40

Non-SIS



**Work Summary:** SAFETY PROJECT  
**From:** Millsap Drive  
**To:** State Road 40  
**Lead Agency:** Florida Department of Transportation  
**Length:** 1.599 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	2,617,161	0	0	0	0	2,617,161
CST	DDR	1,026,000	0	0	0	0	1,026,000
<b>Total</b>		<b>3,643,161</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,643,161</b>

**Prior Cost < 2021/22:** 751,581

**Future Cost > 2025/26:** 0

**Total Project Cost:** 4,394,742

**Project Description:** Access management improvements on A1A from Millsap Drive to State Road 40 and also add multiple pedestrian midblock crossings. This project supports efforts to meet the adopted safety targets. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35)

4440331

PORT ORANGE SIDEWALK GAPS

Non-SIS

No Map Available

Work Summary:		SIDEWALK		From:	Various		
				To:			
Lead Agency:		Managed by FDOT		Length:	.000		

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	LF	0	11,348	0	0	0	11,348
PE	TALU	0	107,130	0	0	0	107,130
Total		0	118,478	0	0	0	118,478

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

118,478

Project Description:

Construct Sidewalks at various location in Port Orange to close gaps. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4450281

PROVIDENCE BLVD SHARED USE PATH

Non-SIS

No Map Available

Work Summary:		BIKE PATH/TRAIL		From:	Tivoli Dr		
				To:	Joyner Dr		
Lead Agency:		MANAGED BY CITY OF DELTONA		Length:	2.350		

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	0	0	0	962,079	962,079
CST	SU	0	0	0	0	2,196,385	2,196,385
CST	TALU	0	0	0	0	419,481	419,481
Total		0	0	0	0	3,577,945	3,577,945

**Prior Cost < 2021/22:**

0

**Future Cost > 2025/26:**

0

**Total Project Cost:**

3,577,945

**Project Description:**

Construct Shared Use Path on Providence Blvd from Tivoli Dr to Joyner Dr (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4450282

Providence Blvd from Perimeter Dr to Alexander Ave South Segment Non-SIS



**Work Summary:** BIKE PATH/TRAIL

**From:** Perimeter Dr

**To:** Alexander Ave South Segment

**Lead Agency:** City of Deltona

**Length:** 0.897 miles

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	367,739	0	0	0	0	367,739
CST	SU	738,479	0	0	0	0	738,479
<b>Total</b>		<b>1,106,218</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,106,218</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,106,218

**Project Description:** 10-12' wide Shared Use Path along the east side of Providence Blvd from Perimeter Drive to Alexander Avenue. This project supports efforts to meet the adopted safety targets. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)



4462851

WILLOW RUN BOULEVARD FROM HARMS WAYTO CLYDE MORRIS

Non-SIS



Work Summary:      SIDEWALK      From:

To:

Lead Agency:      MANAGED BY PORT ORANGE, CITY OF      Length:      .240

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	SU	0	108,100	0	0	0	108,100
PE	LF	0	11,900	0	0	0	11,900
Total		0	120,000	0	0	0	120,000

Prior Cost < 2021/22:      0

Future Cost > 2025/26:      0

Total Project Cost:      120,000

Project Description:      Construct sidewalk on south side of Willow Run Blvd. from Harms Way to Clyde Morris Blvd. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4470191

REED CANAL ROAD SIDEWALK

Non-SIS

No Map Available

Work Summary:		SIDEWALK		From:	Nova Rd			
				To:	US 1			
Lead Agency:		MANAGED BY CITY OF SOUTH DAYTONA		Length:	1.315			
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total	
PE	SU	0	0	371,640	0	0	371,640	
PE	LF	0	0	40,737	0	0	40,737	
Total		0	0	412,377	0	0	412,377	

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

412,377

Project Description:

Construct sidewalk on Reed Canal Road from Nova Rd to US 1 (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4475171

ST JOHNS RIVER TO SEA LOOP WAYFINDING SIGNS

Non-SIS

**Work Summary:** BIKE PATH/TRAIL **From:** Throughout Volusia County  
**To:**  
**Lead Agency:** Managed by FDOT **Length:** .000

No Map  
Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	LF	0	13,859	0	0	0	13,859
PE	TALU	0	129,731	0	0	0	129,731
CST	TALU	0	0	0	363,469	0	363,469
<b>Total</b>		<b>0</b>	<b>143,590</b>	<b>0</b>	<b>363,469</b>	<b>0</b>	<b>507,059</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 507,059

**Project Description:** Wayfinding Signs along the St Johns River to Sea Loop (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)



4476981

SR 600 at the Intersection of Lockhart St

Non-SIS

No Map  
Available

**Work Summary:** PEDESTRIAN SAFETY IMPROVEMENT  
**From:** SR 600 (US 92)  
**To:** at Lockhart St

**Lead Agency:** Florida Department of Transportation

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSA	618,000	0	0	0	0	618,000
ROW	ACSA	289,000	0	0	0	0	289,000
CST	ACSS	0	0	0	0	531,412	531,412
<b>Total</b>		<b>907,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>531,412</b>	<b>1,438,412</b>

**Prior Cost < 2021/22:** 5,000

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,443,412

**Project Description:** The purpose of this project is to provide a signalized pedestrian crossing at the intersection of SR 600/US 92 and Lockhart St in accordance with FDOT Design Manual requirements. The signal will be designed as an accessible pedestrian signal (APS) (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Pages 6-34 to 6-35).

4487721

WILLIAMSON BLVD/WILLOW RUN BLVD

Non-SIS

No Map Available

Work Summary:		SIDEWALK		From:	Town Park Dr		
				To:	Chardonnay Dr		
Lead Agency:		Managed by FDOT		Length:	.406		

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	LF	0	19,718	0	0	0	19,718
PE	TALU	0	182,466	0	0	0	182,466
Total		0	202,184	0	0	0	202,184

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

202,184

Project Description:

Construct sidewalk on Williamson Blvd/Willow Run Blvd from Town Park Dr to Chardonnay Dr. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

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Section VIII- Port, Rail & Freight Projects

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No Project Contained in this Section

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Section IX - Locally Funded Projects - Information Only

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VC-2020-01

Williamson Boulevard Widening

Non-SIS



**Work Summary:** ADD LANES & RECONSTRUCT  
**From:** Strickland Range Road  
**To:** Hand Avenue  
**Lead Agency:** Volusia County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	PFS	767,000	289,000	0	0	0	1,056,000
Total		767,000	289,000	0	0	0	1,056,000

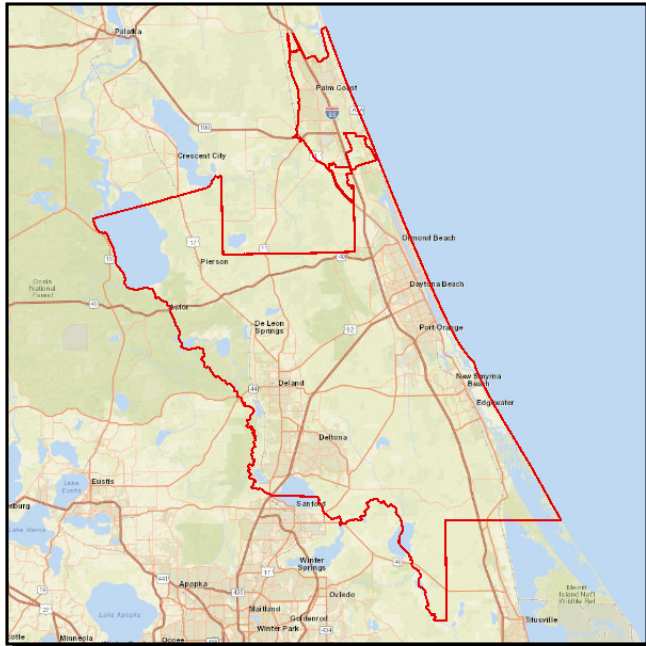
**Prior Cost < 2021/22:** 7,142,000  
**Future Cost > 2025/26:** 0  
**Total Project Cost:** 8,198,000  
**Project Description:** Williamson Boulevard widening from 2 lanes to 4 lanes between Strickland Range Road and Hand Avenue. (Reference 2045 Long Range Transportation Plan, Page 2-3 to 2-5, Page 6-26 to 6-28)

**Section X - Transportation Planning/Studies**

4393333

River to Sea TPO Urban Area FY 2020/21 - 2021/22 UPWP

Non-SIS



**Work Summary:** TRANSPORTATION PLANNING  
**From:** River to Sea TPO urban area  
**To:**  
**Lead Agency:** River to Sea TPO  
**Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	SU	200,000	0	0	0	0	200,000
PLN	PL	734,785	0	0	0	0	734,785
<b>Total</b>		<b>934,785</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>934,785</b>

**Prior Cost < 2021/22:** 1,108,184

**Future Cost > 2025/26:** 0

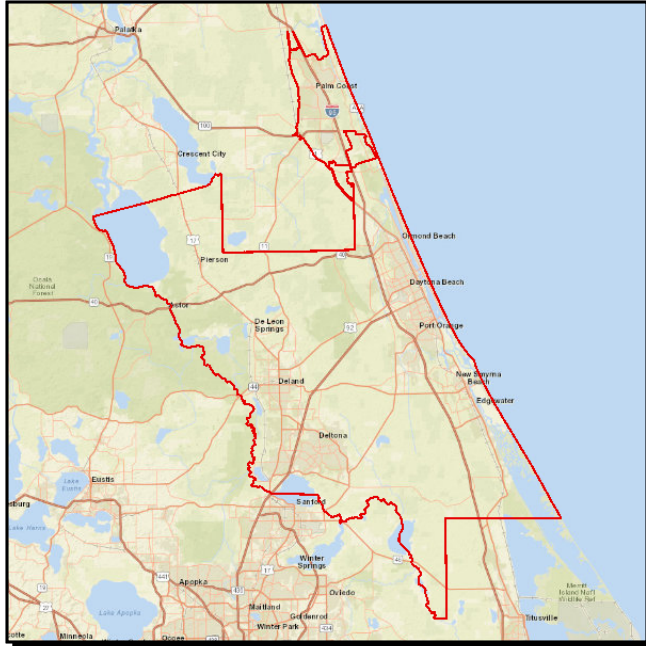
**Total Project Cost:** 2,042,969

**Project Description:** Funding allocations in FY 2020/21 and FY 2021/22 Unified Planning Work Program (UPWP) for transportation planning activities for the River to Sea TPO. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4393334

River to Sea TPO Urban Area FY 2022/2023-2023/2024 UPWP

Non-SIS



**Work Summary:** TRANSPORTATION PLANNING  
**From:** River to Sea TPO urban area  
**To:**  
**Lead Agency:** River to Sea TPO  
**Length:** .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	SU	0	200,000	200,000	0	0	400,000
PLN	PL	0	729,985	729,985	0	0	1,459,970
<b>Total</b>		<b>0</b>	<b>929,985</b>	<b>929,985</b>	<b>0</b>	<b>0</b>	<b>1,859,970</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 1,859,970

**Project Description:** Funding allocation in FY 2022/23 & FY 2023/24 Unified Planning Work Program (UPWP) for transportation planning activities for the River to Sea TPO. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)



4393335

RIVER TO SEA TPO URBAN AREA FY 2024/2025-2025/2026 UPWP

Non-SIS



Work Summary:

TRANSPORTATION  
PLANNING

From:

To:

Lead Agency:

River to Sea TPO

Length:

.000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	SU	0	0	0	200,000	200,000	400,000
PLN	PL	0	0	0	729,985	729,985	1,459,970
Total		0	0	0	929,985	929,985	1,859,970

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

1,859,970

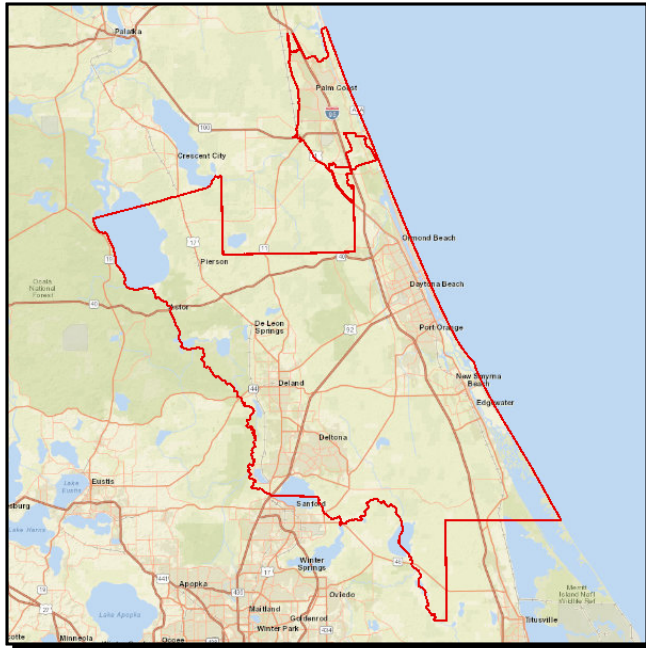
Project Description:

Funding allocation in FY 2024/25 & FY 2025/26 Unified Planning Work Program (UPWP) for transportation planning activities for the River to Sea TPO. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4407981

River to Sea TPO Urban Area Planning Studies

Non-SIS



**Work Summary:** PTO STUDIES **From:** River to Sea TPO urban area  
**To:**  
**Lead Agency:** River to Sea TPO **Length:** n/a

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	DU	304,699	308,625	312,669	369,749	369,749	1,665,491
PLN	DPTO	38,088	38,579	39,084	46,219	46,219	208,189
PLN	LF	38,088	38,579	39,084	46,219	46,219	208,189
<b>Total</b>		<b>380,875</b>	<b>385,783</b>	<b>390,837</b>	<b>462,187</b>	<b>462,187</b>	<b>2,081,869</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 2,081,869

**Project Description:** Funding allocations in FY 2021/22- FY 2023/24 for transportation planning studies relating to public transit operations. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

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Section XI - Miscellaneous Projects

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No Project Contained in this Section

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**Section XII - Aviation Projects**

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4315381

VOLUSIA-DAYTONA BCH CONSTRUCT TERMINAL ROOF

Non-SIS



Work Summary:

AVIATION  
PRESERVATION

From:

To:

Lead Agency:

Responsible Agency Not  
Available

Length: .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	300,000	0	0	0	0	300,000
CAP	LF	300,000	0	0	0	0	300,000
Total		600,000	0	0	0	0	600,000

Prior Cost < 2021/22:

2,615,469

Future Cost > 2025/26:

0

Total Project Cost:

3,215,469

Project Description:

Aviation Preservation project (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)



4370253

Flagler-Flagler Co Terminal Building

Non-SIS

No Map Available

Work Summary:

AVIATION

From:

To:

Lead Agency:

Responsible Agency Not Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	880,000	0	0	0	880,000
CAP	LF	0	220,000	0	0	0	220,000
Total		0	1,100,000	0	0	0	1,100,000

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

1,100,000

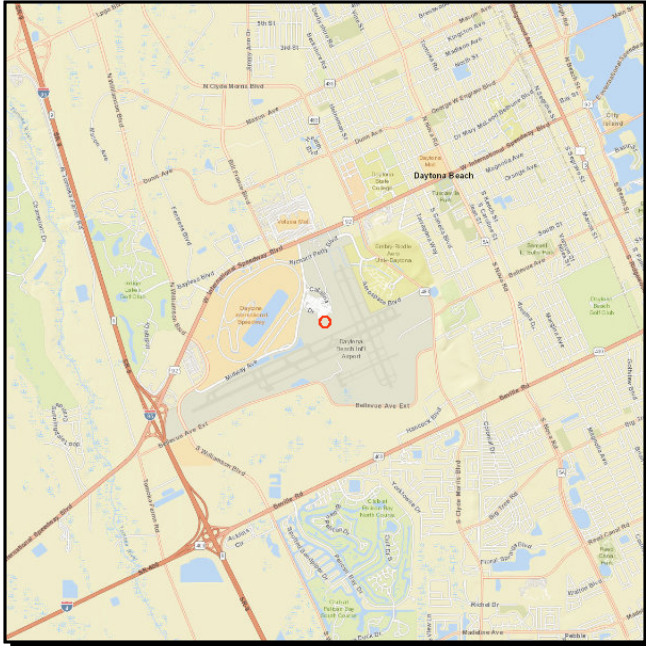
Project Description:

Construct a new GA Terminal and Airport Administration Building at the Flagler Executive Airport. This portion of the project includes automobile access, roundabout, associated lighting, landscaping, and stormwater improvements. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4384051

Daytona Bch Int'l Airport Runway 7R-25L Rehabilitation

SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** at Daytona Beach Int'l Airport

**To:**

**Lead Agency:** Volusia County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	250,000	2,000,000	0	0	0	2,250,000
CAP	LF	250,000	2,000,000	0	0	0	2,250,000
<b>Total</b>		<b>500,000</b>	<b>4,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 4,500,000

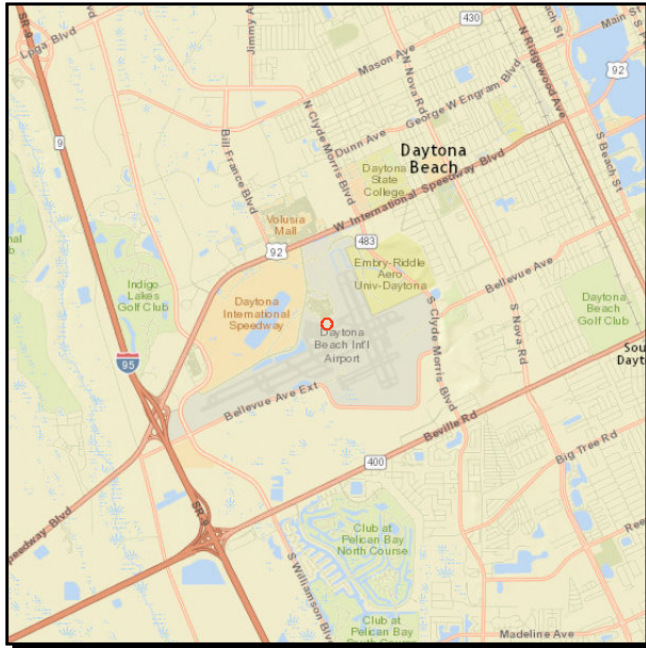
**Project Description:** Rehabilitate Runway 7R-25L. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)



4384101

**Volusia - Daytona Bch Int'l Emergency Response Access Road**

**SIS**



**Work Summary:** AVIATION

**From:** at Daytona Bch Int'l Airport

**To:**

**Lead Agency:** Volusia County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	0	0	100,000	0	0	100,000
CAP	LF	0	0	100,000	0	0	100,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>200,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 200,000

**Project Description:** Construct a new emergency response access road. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4384114

**Volusia - Daytona Beach International Innovative Financing 2022**

**SIS**

No Map  
Available

**Work Summary:** AVIATION

**From:**

**To:**

**Lead Agency:** Responsible Agency Not Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	150,000	0	0	0	0	150,000
CAP	LF	150,000	0	0	0	0	150,000
CAP	FAA	2,700,000	0	0	0	0	2,700,000
<b>Total</b>		<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

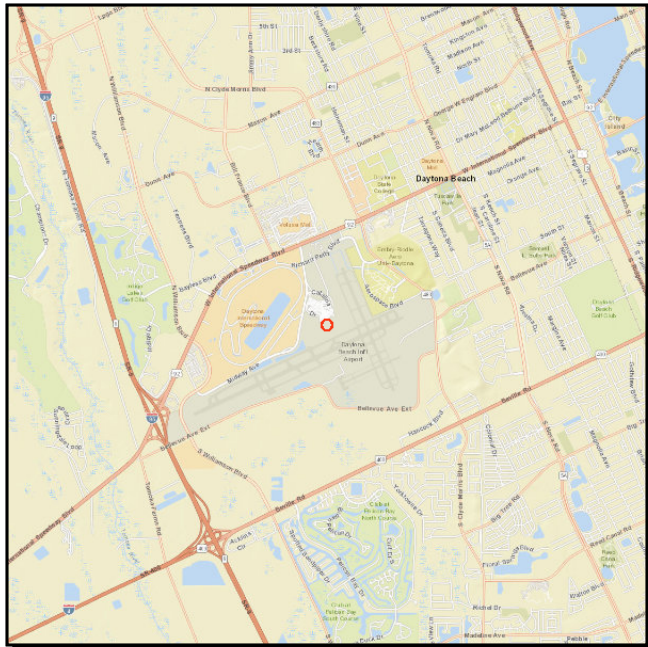
**Total Project Cost:** 3,000,000

**Project Description:** Innovative financing for terminal improvement project. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4384121

**Volusia - Daytona Bch Int'l Taxiway "S" Rehabilitation**

**SIS**



**Work Summary:** AVIATION PRESERVATION  
**From:** at Daytona Bch Int'l Airport  
**To:**  
**Lead Agency:** Volusia County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	200,000	0	0	0	0	200,000
CAP	LF	200,000	0	0	0	0	200,000
CAP	FAA	3,600,000	0	0	0	0	3,600,000
<b>Total</b>		<b>4,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000,000</b>

**Prior Cost < 2021/22:** 0

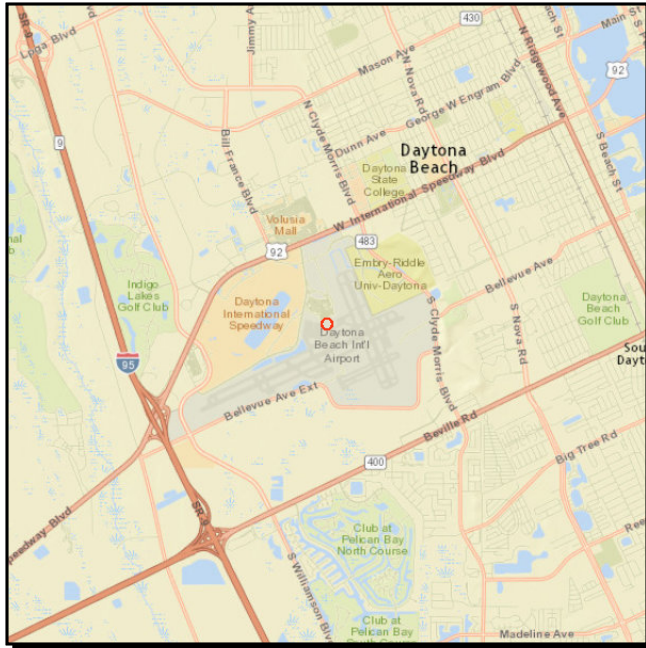
**Future Cost > 2025/26:** 0

**Total Project Cost:** 4,000,000

**Project Description:** Rehabilitate Taxiway "S". (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4384141

**Daytona Bch Int'l Airport Runway 16-34 & Assoc Taxiways Electrical SIS**



**Work Summary:** AVIATION  
PRESERVATION

**From:** at Daytona Beach Int'l Airport

**To:**

**Lead Agency:** Volusia County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	0	0	0	150,000	0	150,000
CAP	LF	0	0	0	150,000	0	150,000
CAP	FAA	0	0	0	2,700,000	0	2,700,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>	<b>0</b>	<b>3,000,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 3,000,000

**Project Description:** Rehabilitate Runway 16-34 and the associated taxiway's electrical systems. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4384162

DeLand Municipal - Sidney H Taylor Field Construction

Non-SIS

No Map Available

Work Summary:	AVIATION	From:					
		To:					
Lead Agency:	Responsible Agency Not Available						
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	400,000	500,000	0	0	0	900,000
CAP	LF	100,000	125,000	225,000	0	0	450,000
CAP	DPTO	0	0	900,000	0	0	900,000
Total		500,000	625,000	1,125,000	0	0	2,250,000

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

2,250,000

Project Description:

This project will provide additional infrastructure in order to expand hangar space on the east side of the airfield. This infrastructure will enable the construction of hangar/office complexes for aircraft designers, manufactures, aircraft assembly facilities, box storage hangars, flight schools and dealers. Additional access roads, taxi lanes and utilities are included. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4384163

DeLand Municipal - Sidney H Taylor Field Construction

Non-SIS

No Map Available

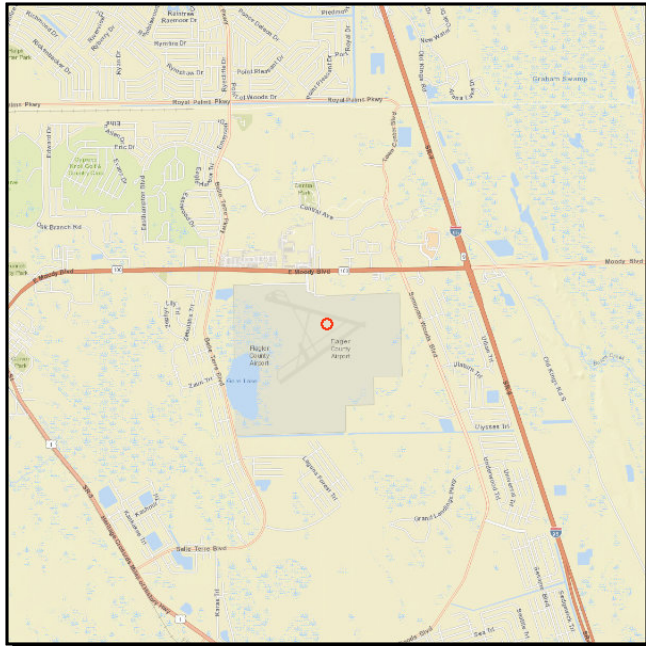
Work Summary:		AVIATION		From:			
				To:			
Lead Agency:		Responsible Agency Not Available					
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	0	0	0	960,000	960,000
CAP	LF	0	0	0	0	240,000	240,000
Total		0	0	0	0	1,200,000	1,200,000

Prior Cost < 2021/22: 0  
Future Cost > 2025/26: 0  
Total Project Cost: 1,200,000  
Project Description: This project will replace T-Hangars B and C. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4384371

Flagler - Flagler Co Aircraft Parking Apron Expansion

Non-SIS



**Work Summary:** AVIATION CAPACITY PROJECT  
**From:** at Flagler County Airport  
**To:**  
**Lead Agency:** Flagler County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	1,520,000	0	0	0	0	1,520,000
CAP	LF	380,000	0	0	0	0	380,000
<b>Total</b>		<b>1,900,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,900,000</b>

Prior Cost < 2021/22: 0

Future Cost > 2025/26: 0

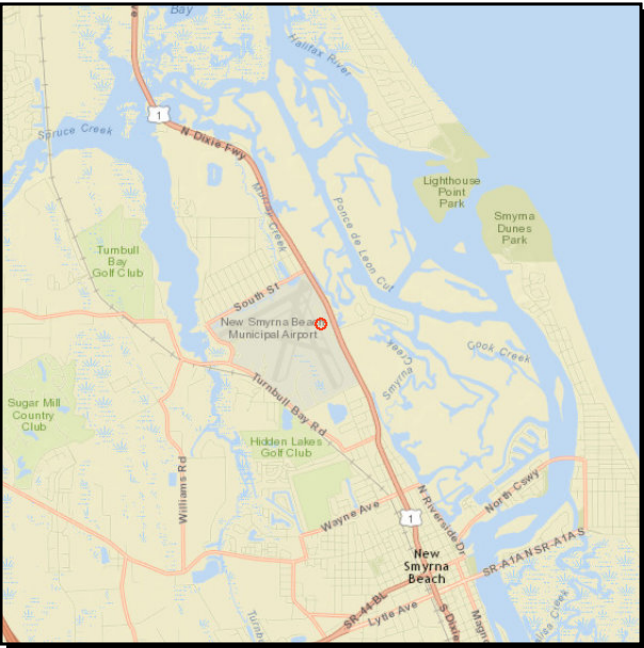
Total Project Cost: 1,900,000

Project Description: Expand aircraft parking apron. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4384701

Volusia - New Smyrna Construct Hangars

Non-SIS



<b>Work Summary:</b>		AVIATION		<b>From:</b>	at New Smyrna Beach Municipal Airport		
				<b>To:</b>			
<b>Lead Agency:</b>		City of New Smyrna Beach					
Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	640,000	0	0	0	640,000
CAP	LF	0	160,000	0	0	0	160,000
<b>Total</b>		<b>0</b>	<b>800,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>800,000</b>

Prior Cost < 2021/22: 0

Future Cost > 2025/26: 0

Total Project Cost: 800,000

Project Description: Construct hangars. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)



4384901

**Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E"**

**Non-SIS**



**Work Summary:**

AVIATION  
PRESERVATION

**From:**

at Ormond Bch Municipal Airport

**To:**

**Lead Agency:**

City of Ormond Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	320,000	0	0	0	0	320,000
CAP	LF	80,000	0	140,000	0	0	220,000
CAP	FAA	3,600,000	0	6,300,000	0	0	9,900,000
CAP	DPTO	0	0	560,000	0	0	560,000
<b>Total</b>		<b>4,000,000</b>	<b>0</b>	<b>7,000,000</b>	<b>0</b>	<b>0</b>	<b>11,000,000</b>

**Prior Cost < 2021/22:** 1,778,260

**Future Cost > 2025/26:** 0

**Total Project Cost:** 12,778,260

**Project Description:** Aviation Preservation at Ormond Beach Municipal Airport. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4407701

Volusia - Deland Muni Taxiway

Non-SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** at DeLand Municipal Airport

**To:**

**Lead Agency:** City of DeLand

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	700,000	0	0	0	700,000
CAP	LF	0	175,000	0	0	0	175,000
<b>Total</b>		<b>0</b>	<b>875,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>875,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

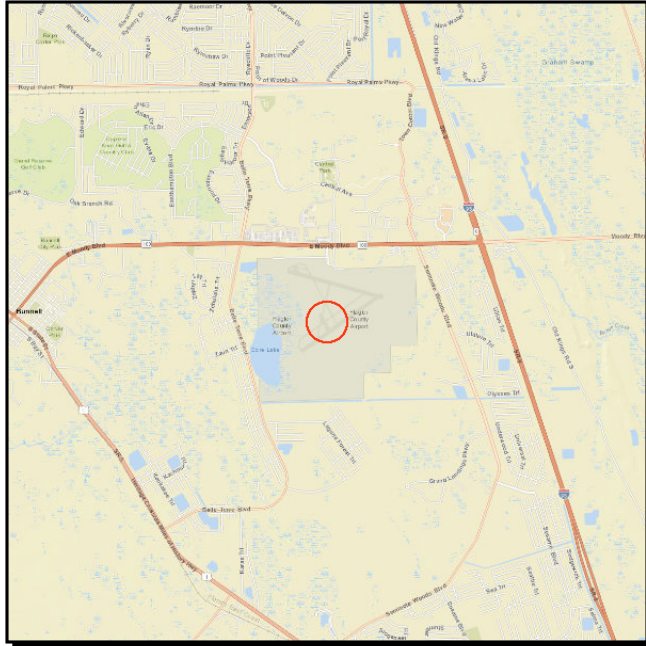
**Total Project Cost:** 875,000

**Project Description:** This project will construct a connector taxiway and partial parallel taxiway at the Runway 12 threshold which will serve the future Hangar development in that area. Future operational forecasts show an increase in based aircraft. This taxiway project will provide runway access by those aircraft from the proposed area of Hangar development. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4407741

Flagler Co Airport Hangar

Non-SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** at Flagler County Airport

**To:**

**Lead Agency:** Flagler County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	300,000	1,200,000	0	1,500,000	3,000,000
CAP	LF	0	300,000	1,200,000	0	1,500,000	3,000,000
<b>Total</b>		<b>0</b>	<b>600,000</b>	<b>2,400,000</b>	<b>0</b>	<b>3,000,000</b>	<b>6,000,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 6,000,000

**Project Description:** Replacement hangar adjacent to the General Aviation Terminal/Fixed Based Operator. The existing hangar will be demolished to facilitate construction of the General Aviation Terminal. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4407841

Volusia - Daytona Bch Int'l Runway Safety Area Improvements

SIS



**Work Summary:** AVIATION PRESERVATION  
**From:** at Daytona Bch Int'l Airport  
**To:**  
**Lead Agency:** Volusia County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	300,000	150,000	0	0	0	450,000
CAP	LF	300,000	150,000	0	0	0	450,000
CAP	FAA	0	2,700,000	0	0	0	2,700,000
<b>Total</b>		<b>600,000</b>	<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,600,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 3,600,000

**Project Description:** This project is for the bid and construction for the rehabilitation of the Runway 25R Runway Safety Area (RSA) to current FAA standards. The 500' wide by 1,000' long RSA for Runway 25R requires surface regrading and replacement of underground stormwater pipes to ensure continued safe operation and compliance with FAR Part 139 and current FAA Advisory Circulars. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4424901

Volusia - Deland Muni Security

Non-SIS



**Work Summary:** AVIATION SECURITY PROJECT  
**From:** at DeLand Municipal Airport  
**To:**  
**Lead Agency:** City of DeLand  
**Length:** .000

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	240,000	0	0	0	0	240,000
CAP	LF	60,000	0	0	0	0	60,000
<b>Total</b>		<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 300,000

**Project Description:** Install new security cameras and fencing to support the expansion of airport operation areas that require additional security measures. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)



4424911

Volusia - Ormond Beach Muni Business Park Development

Non-SIS



**Work Summary:** AVIATION PRESERVATION  
**From:** at Ormond Beach Municipal Airport  
**To:**

**Lead Agency:** City of Ormond Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	400,000	0	0	0	400,000
CAP	LF	0	400,000	700,000	1,000,000	0	2,100,000
CAP	DPTO	0	0	700,000	1,000,000	0	1,700,000
<b>Total</b>		<b>0</b>	<b>800,000</b>	<b>1,400,000</b>	<b>2,000,000</b>	<b>0</b>	<b>4,200,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

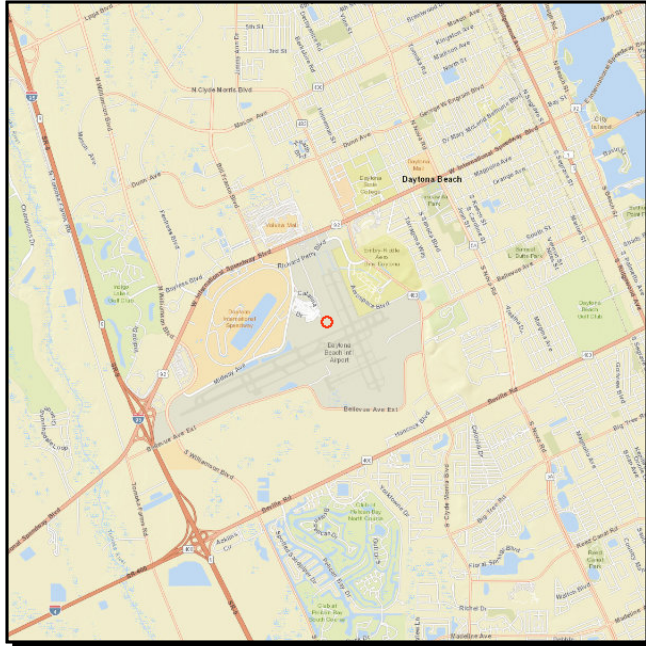
**Total Project Cost:** 4,200,000

**Project Description:** Construction of a secondary access road on airport property. This road will provide additional vehicular access to the airport and the adjacent airport business park to support aircraft and aviation business activities. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4424931

Volusia - Daytona Bch Intl Airfield Improvements

SIS



**Work Summary:** AVIATION ENVIRONMENTAL  
**From:** at Daytona Beach Int'l Airport  
**To:**  
**Lead Agency:** City of Daytona Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	150,000	0	500,000	0	0	650,000
CAP	LF	150,000	0	500,000	0	0	650,000
CAP	FAA	2,700,000	0	9,000,000	0	0	11,700,000
<b>Total</b>		<b>3,000,000</b>	<b>0</b>	<b>10,000,000</b>	<b>0</b>	<b>0</b>	<b>13,000,000</b>

Prior Cost < 2021/22: 0

Future Cost > 2025/26: 0

Total Project Cost: 13,000,000

**Project Description:** The purpose of this project is to reconfigure the pond to mitigate and prevent aquatic growth by deepening it. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4424941

Volusia - New Smyrna Bch Muni Airfield Improvements

Non-SIS



Work Summary:

AVIATION  
PRESERVATION

From:

at New Smyrna Bch Municipal Airport

To:

Lead Agency:

City of New Smyrna  
Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	104,000	520,000	0	0	0	624,000
CAP	LF	28,000	130,000	0	0	0	158,000
CAP	FAA	1,170,000	5,850,000	0	0	0	7,020,000
<b>Total</b>		<b>1,302,000</b>	<b>6,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,802,000</b>

Prior Cost < 2021/22: 0

Future Cost > 2025/26: 0

Total Project Cost: 7,802,000

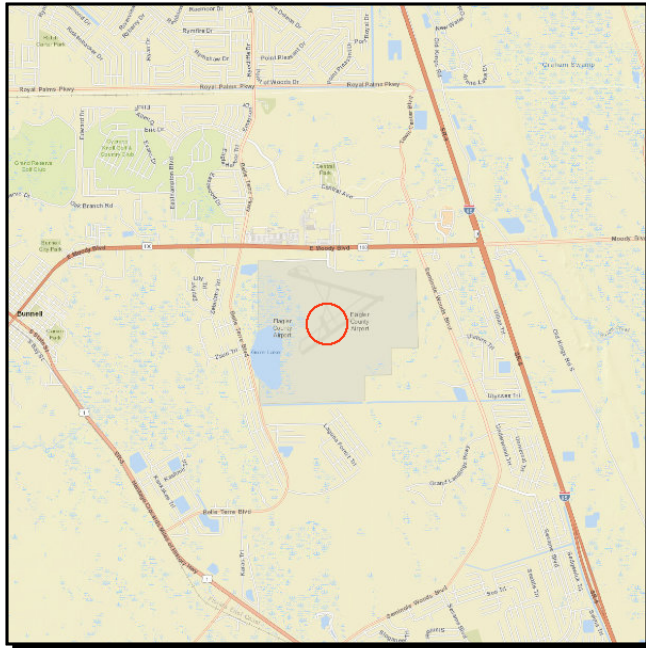
**Project Description:** This project will extend Runway 11-29 and Taxiway an approximately 1,000 Feet to the West for additional capacity. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)



4448711

Flagler - Flagler Co Pavement Extension

Non-SIS



**Work Summary:** AVIATION PRESERVATION

**From:** Flagler County-wide

**To:**

**Lead Agency:** Flagler County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	0	0	1,200,000	0	1,200,000
CAP	LF	0	0	0	300,000	0	300,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>0</b>	<b>1,500,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

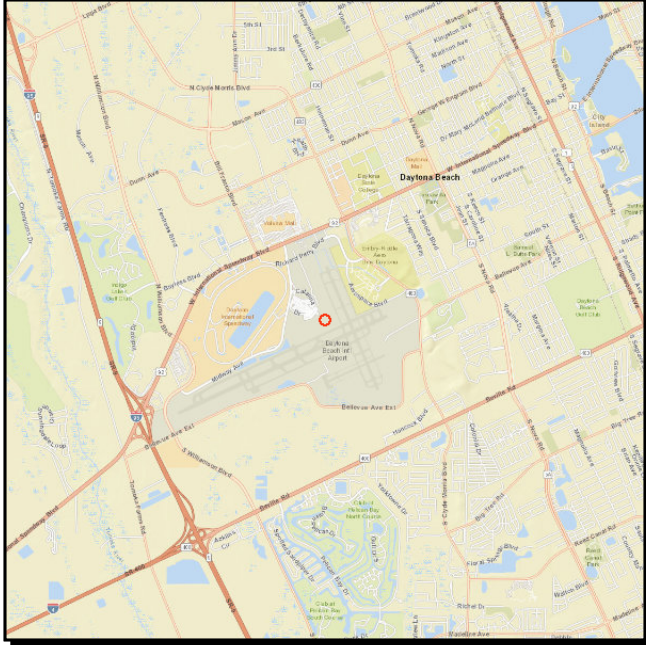
**Total Project Cost:** 1,500,000

**Project Description:** This project will extend the northeast end of Taxiway E and expand the adjacent aircraft parking apron area. Additional space will also be realized as the project's alignment of the Taxiway E centerline, north of Taxiway A will make additional space available for aircraft parking. This project will straighten the current alignment of Taxiway E that is north of Taxiway A. The additional aircraft parking apron area is needed to support the existing large aviation facility that already exists off these end of Taxiway E as well as future facilities that may be constructed in this area. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4448791

Volusia - Daytona Bch Intl Replace Centrifugal Chillers

SIS



**Work Summary:** AVIATION **From:** at Daytona Beach Intl Airport  
**To:**  
**Lead Agency:** Volusia County

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	0	0	731,167	0	0	731,167
CAP	DDR	0	0	1,268,833	2,500,000	3,000,000	6,768,833
CAP	LF	0	0	2,000,000	2,500,000	3,000,000	7,500,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>4,000,000</b>	<b>5,000,000</b>	<b>6,000,000</b>	<b>15,000,000</b>

Prior Cost < 2021/22: 0

Future Cost > 2025/26: 0

Total Project Cost: 15,000,000

Project Description: Replace Centrifugal Chillers. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4448811

Volusia - New Smyrna Hangar

Non-SIS



Work Summary: AVIATION

From: at New Smyrna Beach Municipal Airport

To:

Lead Agency: City of New Smyrna Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	0	1,600,000	0	0	1,600,000
CAP	LF	0	0	400,000	250,000	500,000	1,150,000
CAP	DPTO	0	0	0	1,000,000	2,000,000	3,000,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>1,250,000</b>	<b>2,500,000</b>	<b>5,750,000</b>

Prior Cost < 2021/22: 0

Future Cost > 2025/26: 0

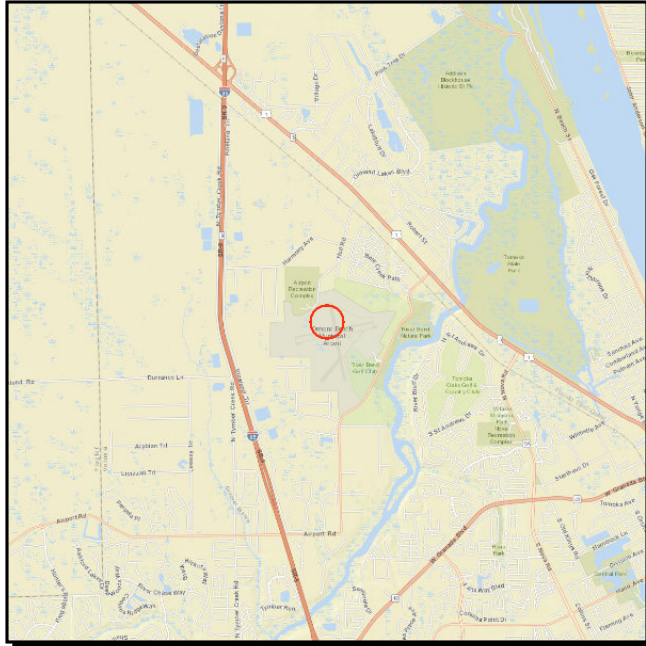
Total Project Cost: 5,750,000

Project Description: Construct hangars. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4448821

**Voluisa - Ormond Bch Replace AWOS**

**Non-SIS**



**Work Summary:**

AVIATION SAFETY  
PROJECT

**From:**

at Ormond Bch Municipal Airport

**To:**

**Lead Agency:**

City of Ormond Beach

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	140,000	0	0	0	140,000
CAP	LF	0	35,000	0	0	0	35,000
<b>Total</b>		<b>0</b>	<b>175,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175,000</b>

**Prior Cost < 2021/22:** 0

**Future Cost > 2025/26:** 0

**Total Project Cost:** 175,000

**Project Description:** Install new AWOS (Automated Weather Observing System) at a point in the northwest quadrant of the airport, adjacent to Runway 8. New AWOS system will provide 24/7 automated weather information. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4466831

NEW SMYRNA BEACH MUNICIPAL AIRPORT AIRFIELD

Non-SIS

No Map Available

Work Summary:

AVIATION  
PRESERVATION

From:

To:

Lead Agency:

Responsible Agency Not  
Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	540,000	0	0	0	0	540,000
CAP	LF	135,000	0	0	0	0	135,000
Total		675,000	0	0	0	0	675,000

Prior Cost < 2021/22:

0

Future Cost > 2025/26:

0

Total Project Cost:

675,000

Project Description:

Design mitigation for all deficiencies identified during FDOT inspection on 09/21/2016. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

**APPENDICES**

**APPENDIX I**

**2021 Prioritization / Ranking Criteria**

## Connect 2045 Technical Criteria Scoring

Table 1 - Project Prioritization Matrix including Evaluation Sources/Methodology

Priority Evaluation Category	Connect 2045 Goals Implemented	Criteria Description	Source/Methodology for Evaluation	Criteria Scoring	Points Available
<b>Safety</b>	4	Number of Crashes by Severity (Fatal and Severe)	Maps consisting of 5-year (1/1/2015 - 1/1/2020) severe crash data from Signal Four Analytics within the TPO boundary were prepared and evaluated. Identified projects were categorized in one of three tiers (high, medium or low) based upon the relative incidence of crashes. Corresponding points of 10, 5 or 0 were assigned accordingly.	High	10
				Medium	5
				Low	0
<b>Congestion</b>	1, 2, 3, 4	Volume/Capacity (V/C)	Identified projects were analyzed against 2045 Peak Hour volumes from the Central Florida Regional Planning Model v7. Projects located on segments with higher V/C ratios received 5 or 10 points contingent upon the ratio.	V/C > 1.1	10
				V/C 0.9 - 1.1	5
				V/C < 0.9	0
<b>Project Status</b>	1	Phases Funded and Priority Status	Identified projects were compared against the current Transportation Improvement Program and FDOT 5-Year Work Program to identify phases currently funded. A project was assigned the appropriate points based upon the level to which it was currently funded. Projects further along received more points (higher priority) since they are closer to completion which helps to focus effort on investments already made.	Funded Through Construction	10
				Funded Through ROW	8
				Funded Through Design	5



## Connect 2045 Technical Criteria Scoring

Priority Evaluation Category	Connect 2045 Goals Implemented	Criteria Description	Source/Methodology for Evaluation	Criteria Scoring	Points Available
<b>Emergency Management</b>	4	Evacuation Route	Identified projects were analyzed in relation to evacuation routes as delineated by the Florida Department of Emergency Management and local government comprehensive plans. If a project was in a designated Emergency Evacuation Route, it received 10 points.	Roadway is Emergency Evacuation Route	10
				Roadway is Not an Emergency Evacuation Route	0
<b>Multimodal/ Complete Streets</b>	1, 2, 3, 5, 6	Bicycle, Pedestrian, Transit and Complete Streets	Identified projects were evaluated for whether they would add bicycle and pedestrian capacity on a non-limited access facility in an urban or transitioning area. Projects meeting this criteria received 2.5 points.	Does project add new bicycle/pedestrian route or facility?	2.5
			Identified projects were analyzed in relation to existing fixed-routes in the Votran system. If a project would add a new or contained an existing transit route, it received 2.5 points.	Does project add new/contains existing transit route?	2.5
			Identified projects were analyzed in relation to the location of Votran transfer facilities, DeBary SunRail station, DeLand Amtrak station, and Daytona Beach International Airport. If the project would provide access to these facilities, it received 2.5 points.	Does project provide access to multimodal hubs/stations?	2.5
			Identified projects were evaluated by staff for whether plans or documented goals existed for the corridor to be developed as a Complete Street and/or provide Complete Streets elements. Projects meeting this criteria received 2.5 points.	Does project add additional Complete Street elements?	2.5

## Connect 2045 Technical Criteria Scoring

Priority Evaluation Category	Connect 2045 Goals Implemented	Criteria Description	Source/Methodology for Evaluation	Criteria Scoring	Points Available
<b>Economic and Community Development</b>	1, 2, 3	Access to Activity Centers and Improved Freight Movement	Identified projects were analyzed to determine whether they would provide additional access to downtown locations, beaches, visitor destinations, large regional shopping/entertainment centers, or other similar activity centers. Projects meeting this criteria received 5 points.	Provides access to a tourism/activity center?	5
			Identified projects were evaluated in relation to ecotourism locations including public conservation lands, trails (e.g. birding trails, paved trails, equestrian trails, and paddling trails), nature area hiking, off-road biking, and historic and cultural sites. If the project would provide access to any of these types of locations, it received 3 points.	Provides access to an ecotourism location?	3
			Identified projects were analyzed for whether they were within corridors identified on the National Highway Freight Network, Strategic Intermodal System, regional freight subsystem (defined in the Central Florida Regional Freight Mobility Study), other state corridors (SR 44, SR 11, SR 472), or corridors east of I-95 with truck AADT greater than 1,000. Projects within these corridors received 5 points.	Designated Freight Corridor?	5

## Connect 2045 Technical Criteria Scoring

Priority Evaluation Category	Connect 2045 Goals Implemented	Criteria Description	Source/Methodology for Evaluation	Criteria Scoring	Points Available
<b>Regional Connectivity</b>	1, 3	Parallel Reliever and Consistent Lanes	Identified projects were evaluated for whether they are a new facility or, based on their location, would relieve congestion on parallel facilities and/or provide additional capacity during emergency or evacuation events. Projects meeting this definition received 5 points.	New Connection/Upgraded Facility to Provide Parallel Capacity?	5
			Identified projects were evaluated as to whether they added lanes that would match the number of lanes of the adjacent segment of the roadway. Projects meeting this criteria received 5 points.	Provides Consistent Number of Lanes Along Roadway?	5
<b>Environmental Justice</b> (avoiding disproportionate adverse effects on minority and low-income populations)	5, 6	Benefits vs. Impacts	Identified projects located within identified Environmental Justice (EJ) areas were evaluated. EJ areas have a percentage of minority populations or households in poverty at a level more than 150% of the statewide average (see pages 5-40 through 5-43). If the project intersected an EJ area, staff analysis was performed to determine potential impacts based on the project's scope. The project received points accordingly.	Positive Benefit	10
				Neutral	0
				Potential Negative Impacts	-3

## Connect 2045 Technical Criteria Scoring

Priority Evaluation Category	Connect 2045 Goals Implemented	Criteria Description	Source/Methodology for Evaluation	Criteria Scoring	Points Available
<b>Environment</b>	5	Corridor Environmental Impact	Identified projects were evaluated in relation to various datasets identifying public conservation lands, Volusia ECHO environmental/cultural/historic sites, and Critical Lands and Waters Identification Project (CLIP) biodiversity resource and wetland priorities. If the project intersected or was adjacent to an identified area or site, staff analysis was performed to determine the potential level of impacts based on the project's scope. The project received 10, 5, or -3 points accordingly.	No Anticipated Impacts	10
				Limited Impacts	5
				Potential Environmental Impacts	-3
<b>Cost Effectiveness</b>	1, 5, 6	Project Type is Low Relative Cost/High Potential Benefit	Identified projects which did not require an increase in capacity through widening and had a scope that involved primarily ITS-related improvements received 5 points.	Technology-based Solution/ITS/Operational Improvement	10
<b>Unique Attributes</b>		Has Attributes Not Recognized Through Other Criteria	Identified projects could receive points under this category based on feedback and consultation from TPO Committees and the Board. This supplemental criteria was not utilized during the prioritization process.	Project has Unique Attributes	10

## **2021 Priority Ranking Criteria for Traffic Operations, Safety, and Local Initiatives (Traffic Operations Focused) Projects**

### **Criteria Summary**

<b>Priority Criteria</b>	<b>Points</b>
(1) Location	5
(2) Project Readiness	15
(3) Mobility and Operational Benefits	30
(4) Safety Benefits	20
(5) Support of Comprehensive Planning Goals and Economic Vitality	10
(6) Infrastructure Impacts	20
(7) Local Matching Funds > 10%	10
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>110</b>

### **Criteria #1 – Location (5 points max.)**

This criterion looks at the classification of the roads that will benefit from a proposed project. This criterion gives more points to projects that provide a benefit on roads that are classified at a higher level. If a project benefits more than one road, the road that has the highest classification will be used to allocate points.

#### **Select only ONE**

- ☐ Non-Federally Functionally Classified Road (0 points)
- ☐ Urban/Rural Local Road (0 points)
- ☐ Rural Minor Collector (0 points)
- ☐ Urban Minor Collector (2 points)
- ☐ Urban/Rural Major Collector (3 points)
- ☐ Urban/Rural Minor Arterial (4 points)
- ☐ Urban/Rural Principal Arterial (5 points)

**Criteria #2 – Project Readiness (15 points max.)**

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

Feasibility Study/Conceptual Design/Cost Estimate/SEMP <sup>2</sup>

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

PE (Design)

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

Environmental

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

Right-of-Way Acquisition

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

Permitting

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

<sup>1</sup> When Federal funding will be used to fund a project, all activities or work, including that which is done in advance of applying for Federal funds, must comply with all applicable Federal statutes, rules and regulations.

<sup>2</sup> A Systems Engineering Management Plan (SEMP) is generally required for ITS projects.

**Criteria #3 –Mobility and Operations Benefits (30 points max.)**

This criterion looks at the extent of traffic operational benefits that will be derived from a proposed project. The number of points allocated will reflect the degree of benefit that is expected.

Existing volume to capacity ratio (i.e., existing congestion severity) [Must be documented.]

**Select only ONE**

- ☐ less than 0.75 (0 points)
- ☐ 0.75 to 0.99 (3 points)
- ☐ 1.00 to 1.25 (4 points)
- ☐ greater than 1.25 and/or identified as congested in TPO's CMP/Performance Measures Report (5 points)

Mobility Enhancements (i.e., level of increased mobility and/or travel time reliability that a project will provide)

**Select ALL that Apply**

- ☐ None (0 points)
- ☐ Bicycle, Pedestrian, ADA, or Transit (0-5 points)
- ☐ Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming<sup>3</sup> (0-10 points)

Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant, widening justification <sup>4</sup>, an FDOT approved roundabout geometric and operational analysis <sup>5</sup>, or access management or ITS improvements <sup>6</sup>

**Select only ONE**

- ☐ No (0 points)  
☐ Yes (0-5 points)

Hurricane evacuation route upgrade including, but not limited to, converting traffic signal to mast arm or other operational improvements.<sup>7</sup>

**Select only ONE**

- ☐ No (0 points)  
☐ Yes (0-5 points)

<sup>3</sup> Attach Traffic Signal Timing Study.

<sup>4</sup> Attach Warrant Study to application; otherwise R2CTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

<sup>5</sup> Attach FDOT Step 3 Roundabout Summary Report.

<sup>6</sup> Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

<sup>7</sup> The term “other operational improvements” includes any improvement that will likely result in a significant: a) increase in evacuating traffic capacity or b) reduction in the probable occurrence or severity of evacuating traffic delay and/or disruption from signal failure, lane blockage, etc.

**Criteria #4 –Safety Benefits (20 points max.)**

This criterion looks at the degree of safety benefits that will be derived from a proposed project. The distinction between the categories of benefits will be coordinated with the Community Traffic Safety Teams (CTST). The number of points allocated will reflect the degree of benefit that is expected.

**Select ALL that Apply**

- ☐ The specific project location is on FDOT’s High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles <sup>8</sup>, corridor crashes per million vehicle miles <sup>9</sup>, Community Traffic Safety Team report, etc.) (0-5 points)
- ☐ The “problem” described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas



identified in the 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident. (0-5 points)

- ☐ The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents. (0-10 points)

<sup>8</sup> If an application scores very high in this criterion, the R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

<sup>9</sup> Applying Agency must use the following crash rate calculation formulas: Corridor Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 days/year x Number Years x Segment Length); Intersection Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 x Number of Years).

#### **Criteria #5 –Support of Comprehensive Planning Goals and Economic Vitality (10 points max.)**

This criterion looks at the degree to which the proposed project will actually contribute to the achievement of one or more of the local government's adopted comprehensive plan goals or objectives, and the degree to which it supports economic vitality. The Applying Agency must identify specific goals and/or objectives from the relevant comprehensive plan and provide a rational explanation of how the proposed project will advance those goals and or objectives. Points will not be awarded for being merely consistent with the comprehensive plan. Points should be awarded in proportion to how well the project will show direct, significant and continuing positive influence. Temporary effects related to project construction, such as the employment of construction workers, will not be considered.

##### **Select ALL that Apply**

- ☐ Directly contributes to the achievement of one or more goals/objectives in the adopted comprehensive plan (0-5 points)
- ☐ Directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities) (0-5 points)

#### **Criteria #6 –Infrastructure Impacts (20 points max.)**

This criterion looks at impacts to adjoining public or private infrastructure, which may be in the way of the project. The less existing infrastructure is impacted the more points a project will score.

##### **Select only ONE**

- ☐ Major Drainage Impact – relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined <sup>10</sup> (0 points)
- ☐ Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is required (0-2 points)
- ☐ No Drainage Impact – no drainage work required (0-4 points)

**Select ALL that Apply**

- ☐ Relocation of private gas utility or fiber optic communication cable is not required <sup>11</sup> (0-4 points)
- ☐ Relocation of public/private water or sewer utility is not required <sup>11</sup> (0-4 points)
- ☐ Relocation of telephone, power, cable TV utilities is not required <sup>12</sup> (0-4 points)
- ☐ No specimen or historic trees  $\geq 18"$  diameter will be removed or destroyed (0-4 points)

<sup>10</sup> ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.

<sup>11</sup> Typically, these are underground utilities that can only be determined by a complete set of plans. Attach plans showing no impacts; otherwise, assumption is in urban area utilities will be affected.

<sup>12</sup> Typically, above ground utilities are not affected except for widening and turn lane projects.

**Criteria #7 –Local Matching Funds > 10% of Total Project Cost (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

**Select only ONE**

- ☐ 10% Local Matching Funds (0 points)
- ☐ 10.0% < Local Matching Funds < 12.5% (1 points)
- ☐ 12.5%  $\leq$  Local Matching Funds < 15.0% (2 points)
- ☐ 15.0%  $\leq$  Local Matching Funds < 17.5% (3 points)
- ☐ 17.5%  $\leq$  Local Matching Funds < 20.0% (4 points)
- ☐ 20.0%  $\leq$  Local Matching Funds < 22.5% (5 points)
- ☐ 22.5%  $\leq$  Local Matching Funds < 25.0% (6 points)
- ☐ 25.0%  $\leq$  Local Matching Funds < 27.5% (7 points)
- ☐ 27.5%  $\leq$  Local Matching Funds < 30.0% (8 points)
- ☐ 30.0%  $\leq$  Local Matching Funds < 32.5% (9 points)
- ☐ 32.5%  $\leq$  Local Matching Funds (10 points)

## 2021 Priority Ranking Criteria for Bicycle and Pedestrian Projects

### Criteria Summary

Priority Criteria	Points
(1) Proximity to Community Assets	20
(2) Connectivity and Accessibility	20
(3) Safety/Security	20
(4) Contribution to “Livability” and Sustainability in the Community	10
(5) Enhancements to the Transportation System	10
(6) Project Readiness	5
(7) Public Support/Special Considerations	5
(8) Local Matching Funds > 10%	20
(9) Value-Added Tie Breaker (if necessary)	variable
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>110</b>

### Criteria #1 – Proximity to Community Assets (20 points max.)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths and **Transportation Alternatives Activities** or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed overall, and individual point assignments will be limited as listed below.

<b>Proximity to Community Assets</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
Residential developments, apartments, community housing	<input type="checkbox"/>	4
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities	<input type="checkbox"/>	4
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	4
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	4
School bus stop (K-12)	<input type="checkbox"/>	2
Schools (K-12)	<input type="checkbox"/>	2
<b>Maximum Point Assessment</b>		20

**Criteria #2 – Connectivity and Accessibility (20 points max.)**

This measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled?

<b>Network Connectivity and Accessibility</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
Project provides access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	5
Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	5
<b>Maximum Point Assessment</b>		<b>20</b>

**Criteria #3 – Safety/Security (20 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes safety related transportation performance data and school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns.

<b>Safety/Security</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
The project will contribute to a reduction in the number of Non-Motorized Serious Injuries and Fatalities in the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	10
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	5
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input type="checkbox"/>	5
<b>Maximum Point Assessment</b>		<b>20</b>

**Criteria #4 – Contribution to “Livability” and Sustainability in the Community (10 points max.)**

This measure considers how the project positively impacts the “Livability” and Sustainability in the community that is being served by that facility. Depict assets on a project area map and describe in the space provided.

- Project includes traffic calming measures
- Project is located in a “gateway” or entrance corridor as identified in a local government applicant’s master plan, or other approved planning document
- Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements
- Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users
- Project improves transfer between transportation modes
- Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur
- Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy motor vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
- Project significantly enhances the travel experience via walking and biking

- Project improves transportation system resiliency and reliability
- Project reduces (or mitigates) the storm water impacts of surface transportation

**Criteria #5 – Enhancements to the Transportation System (10 points max.)**

This measure considers the demonstrated and defensible relationship to surface transportation.

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable and describe in the space provided.

- Is the project included in an adopted plan?
- Is the project consistent with the goals of the River to Sea TPO's Complete Streets Policy on Page 5?
- Does local government have Land Development Code requirements to construct sidewalks?
- Does the project relate to surface transportation?
- Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
- Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?
- Does the project conform to Transit Oriented Development principles?
- Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?

**Criteria #6 – Project Readiness (5 points max.)**

This measure considers the state of project readiness. Describe project readiness in the space provided.

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Is the project completed through the design phase?
- Is right-of-way readily available and documented for the project?

**Criteria #7 – Public Support/Special Considerations (5 points max.)**

Describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria.

<b>Special Considerations</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5
<b>Maximum Point Assessment</b>	<input type="checkbox"/>	<b>5</b>

**Criteria #8 – Local Matching Funds > 10% of Total Project Cost (20 points max.)**

	<b>Check One</b>	<b>Max. Points</b>
Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	2
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	4
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	6
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	8
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	10
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	12
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	14
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	16
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	18
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	20
<b>Maximum Point Assessment</b>		<b>20</b>

**APPENDIX II**  
**Abbreviations & Acronyms**



## APPENDIX II

### ABBREVIATIONS AND ACRONYMS

ADA - Americans with Disabilities Act  
BPAC - Bicycle/Pedestrian Advisory Committee  
CAC - Citizens' Advisory Committee  
CFR - Code of Federal Regulations  
CMP - Congestion Management Process  
CMS - Congestion Management System  
CR - County Road  
FAST Act - Fixing America's Surface Transportation Act  
FDOT - Florida Department of Transportation  
FHWA - Federal Highway Administration  
FTA - Federal Transit Administration  
FY - Fiscal Year

ITS - Intelligent Transportation System  
LRTP - Long-Range Transportation Plan  
MPO - Metropolitan Planning Organization  
MAP-21 - the Moving Ahead for Progress in the 21st Century Act (PL 112-141), was signed into law by President Obama on July 6, 2012  
R2CTPO - River to Sea Transportation Planning Organization  
SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users  
SR - State Road

STIP - State Transportation Improvement Program  
TCC - Technical Coordinating Committee  
TDP - Transit Development Plan  
TDLCB - Transportation Disadvantaged Local Coordinating Board  
TIP - Transportation Improvement Program  
TPO - Transportation Planning Organization  
USC - United States Code

#### STATE AND FEDERAL FUND CODES

AC2E - Advance Construction (SR2E)  
AC2N - Advance Construction (SR2N)  
AC2S - Advance Construction (SR2S)  
ACAN - Advance Construction (SAAN)  
ACBR - Advance Construction (BR)  
ACBZ - Advance Construction (BRTZ)  
ACCM - Advance Construction (CM)

ACEM - Earmarks AC  
ACEN - Advance Construction (EBNH)  
ACEP - Advance Construction (EBBP)  
ACER - Advance Construction (ER)  
ACIM - Advance Construction (IM)  
ACNH - Advance Construction (NH)  
ACNP - Advance Construction (NHPP)

ACRH - Advance Construction (RHH)  
ACRP - Advance Construction (RHP)  
ACSA - Advance Construction (SA)  
ACSB - Advance Construction (SABR)  
ACSE - Advance Construction (SE)  
ACSH - Advance Construction (SH)  
ACSL - Advance Construction (SL)

ACSN - Advance Construction (SN)  
ACSP - Advance Construction (SP)  
ACSS - Advance Construction (SS)  
ACSU - Advance Construction (SU)  
ACTA - Advance Construction (TALT)  
ACTL - Advance Construction (TALL)  
ACTN - Advance Construction (TALN)  
ACTU - Advance Construction (TALU)  
ARRA - American Recovery and Reinvestment Act of 2009  
BA - Donor Bonus, Any Area  
BL - Db, Areas <= 200k  
BNBR - Amendment 4 Bonds (Bridges)  
BNCA - Bond - Controlled Access  
BNDS - Bond - State  
BNIR - Intrastate R/W and Bridge Bonds  
BNPK - Amendment 4 Bonds  
BRAC - Federal Bridge Replacement  
BRP - State Bridge Replacement  
BRRP - State Bridge Repair and Rehab  
BRT - Bridge Replacement Program  
BRTD - Fed Bridge Repl – Discretionary  
BRTZ - BRT (AC/Regular)  
BU - Db, Urban Areas > 200K  
BZAC - BRTZ (AC/Regular)  
CFA - Contractor Funds Advance  
CIGP - County Incentive Grant Program  
CIGR - CIGP for Growth Management  
CM - Congestion Mitigation  
COE - Corp of Engineers (Non-Budget)  
D - Unrestricted State Primary  
DC - State Primary PE Consultants

DCA - Department of Community Affairs  
DDR - District Dedicated Revenue  
DDRF - District Dedicated Rev Matching Fund  
DEM - Environmental Mitigation  
DEMW - Environmental Mitigation-Wetlands  
DEP - Depart of Environmental Protection  
DER - Emergency Relief - State Funds  
DFTA - Fed Pass - Through \$ From FTA  
DI - St - S/W Inter/Intrastate Hwy  
DIH - State In-House Product Support  
DIOH - State 100% - Overhead  
DIRS - Advanced Acquisition - Intrastate Corridor  
DIS - Strategic Intermodal System  
DITS - Statewide ITS - State 100%  
DL - Local Funds - PTO - Budgeted  
DPTO - State PTO  
DRA - Rest Areas - State 100%  
DS - State Primary Highways and PTO  
DSB - Pri Consult/Reimbursed by bonds  
DSB0 - Unallocated to Facility  
DSBD - I-95 Express Lanes  
DSF - State Primary Matching Fund  
DU - Federal Transit Administration Pass-Thru Funds  
DWS - Weigh Stations-State 100%  
EB - Equity Bonus  
EBBP - Equity Bonus - Bridge  
EBNH - Equity Bonus – NH  
EBOH - Equity Bonus- Overhead  
EM09 - GAA Earmarks FY 2009  
EM10 - GAA Earmarks FY 2010

EM19 - GAA Earmarks FY 2019  
ER07 - Natural Disasters 2007  
ER08 - Hurricanes 2008  
F001 - Federal Discretionary - US 19  
F002 - Corridors/Borders - US 19  
F330 - Sec 330 STP Earmarks 2003  
FAA - Federal Aviation Admin  
FBD - Ferryboat Discretionary  
FCO - Primary/Fixed Capital Outlay  
FEDR - Federal Research Activities  
FEMA - Fed Emergency Mgt Assistance  
FGWB - Fixed Guideway Bond Projects  
FHPP - Federal High Priority Projects  
FRA - Federal Railroad Administration Pass-Thru Funds  
FRAD - FRA Grant Payback  
FRM4 - STP, Earmarks - 2004  
FRM6 - Highway Priority Projects  
FSDU - Fed Stimulus, FTA Reimbursement  
FSF1 - Fed Stimulus, S/W Managed  
FSFB - Fed Stimulus, Ferry Boat Disc  
FSSD - Fed Stimulus, Discretionary  
FSSE - Fed Stimulus, Enhancement  
FSSL - Fed Stimulus, Areas <= 200K  
FSSN - Fed Stimulus, Non-Urban  
FSSU - Fed Stimulus, Urban Areas > 200K  
FTA - Federal Transit Administration  
FTAD - FTA Funds Comm by TD Comm  
FTAT - FHWA Transfer to FTA (non-bud)  
GMR - Growth Management for SIS  
GR08 - Gen Rev Projects for 2008 GAA

GRSC - Growth Management for SCOP  
HP - Federal Highway Planning  
HPAC - HP (AC/Regular)  
HPP - High Priority Projects  
HR - Federal Highway Research  
HRRR - High Risk Rural Road  
HSP - Highway Safety Improvement Program  
I - Fed Interstate/State Primary  
IBRC - Innovative Bridge Res & Const  
IFLA - I Florida  
IM - Interstate Maintenance  
IMAC - IM (AC/Regular)  
IMD - Interstate Maintenance Discretionary  
INS - Insurance  
INST - Insurance - Turnpike  
IRR - Indian Reservation Roads  
IVH - Intelligent Vehicle Highway System  
LF - Local Funds  
LFBN - Processing Tool to Hold Bond Budget until end of Fiscal Year  
LFD - "LF" for STTF Utility Work  
LFF - Local Fund - for Matching F/A  
LFI - Local Funds Interest Earned  
LFNE - Local Funds not in Escrow  
LFP - Local Funds for Participating  
LFR - Local Funds/Reimbursable  
LFRF - Local Fund Reimbursement-Future  
LFU - Local Funds Unforeseen Work  
LRSC - Local Reimbursable-Small County  
LRTP - Long Range Transportation Plan  
MA - Min Allocation (any area)  
MABP - Min Allocation Bridges (non-BRT)  
MABR - Min Allocation Bridges (BRT)

MANH - Min Allocation (NH)  
MCSA - Motor Carrier Safety Assistance  
MCSG - Motor Carrier Safety Grant  
MG - Minimum Guarantee  
MGBP - Min Guarantee Bridge Program  
MGNH - Minimum Guarantee for NH  
ML - MA Areas <= 200k  
MU - MA Urban Areas > 200k  
NCPD - National Corridor Plan and Dev  
NHAC - NH (AC/Regular)  
NHBR - National Highways Bridges  
NHFP - National Highway Freight Program  
NHPP - National Highway Performance Program  
NHRE - National Highways Resurfacing  
NHRR - National Highways Rural Roads  
NHTS - National Hwy Traffic Safety  
NSTP - New Starts Transit Program  
PL - Metro Plan (85% FA; 15% other)  
PLAC - Metro Plan - AC/Regular  
PLH - Forest Highways  
PLHD - Public Lands Highway Discretionary  
PORT - Seaports  
RBRP - Reimbursable BRP Funds  
RECT - Recreational Trails  
RED - Redistribution of FA (SEC 1102F)  
RHH - Rail-Highway Crossings - Hazard  
RHP - Rail-Highway Crossings - Prot Dev  
RR - Refuge Roads Program  
S125 - STP Earmarks - 2009  
SA - STP, Any Area  
SAAN - STP, Any Area Not on NHS

SABR - STP, Bridge Program not on NHS  
SAFE - Secure Airports for FL Economy  
SB - Scenic Byways  
SBPF - Safety Belt Performance-FHWA  
SBPG - Safety Belt Performance Grants  
SCED - 2012 SB1998 Small County Outreach  
SCOP - Small County Outreach Program  
SCRAP - Small County Resurfacing Program  
SE - STP, Enhancement  
SED - State Economic Development  
SH - STP, Hazard Elimination  
SIB1 - State Infrastructure Bank  
SIBG - SIB funds - Growth Management  
SL - STP, Urban Areas < 200,000 Population  
SN - STP, Rural Areas < 5,000 Population  
SP - STP, RR Protective Devices  
SPAC - STP, RR Prot Devices (AC, Reg)  
SR - STP, RR Hazard Elimination  
SROM - SunRail Revenues for O&M  
SR2E - Safe Routes - Either  
SR2N - Safe Routes to School - Non-infrastructure  
SR2S - Safe Routes to School - Infrastructure  
SRAC - STP, RR Hazard Elimination AC/Regular  
SSM - Fed Support Services/Minority  
ST10 - STP Earmarks - 2010  
SU - STP, Urban Areas > 200,000 Population (Same as XU)  
TALT - Transportation Alternative, Any Area  
TALL - Transportation Alternative, Urban Areas < 200,000 Population

TALN - Transportation Alternative, Rural Areas < 5,000 Population  
TALU - Transportation Alternative, Transportation Management Areas > 200,000 Population  
TCP - Fuel Tax Compliance Project  
TCSP - Transportation & Community System Preservation  
TDDR - Transportation Disadvantaged -DDR Use  
TDHC - Transportation Disadvantaged – Healthcare  
TDTF - Transportation Disadvantaged - Trust Fund

TFRT - Toll Facility Revolving Trust Fund  
TIF2 - TIFIA Loan - Rental Car Facility  
TIFI - Transportation Infrastructure Finance & Innovation Act  
TIMP - Transportation Improvement  
TLWR -- SUN Trail Network (2015 SB 2514A)  
TPM – Transportation Performance Measures  
TMBD - I-95 Express Lanes  
TRIP - Transportation Regional Incentive Program (FS 20115(4)(a) and FS 3392819)  
TRWR - Transportation Regional Incentive Program (FS 320072)

TSIN - Safety for Non - Construction  
TSIR - Safety for Research Activities  
TSM - Transport Systems Mgmt  
USFW - US Fish and Wildlife Service  
USHS - US Dept of Homeland Security  
VPPP - Value Pricing Pilot Program  
XA - STP, Any Area  
XBR - Rollup Fed Bridge (BRT+MABR)  
XL - STP, Areas <= 200k Population  
XU - STP, Areas > 200k Population (Same as SU)

#### LOCAL FUND CODES

9th GT - 9th Cent Local Option Gas Tax  
CIGP - County Incentive Grant Program  
IFZ1 - Volusia County Impact Fee Zone 1  
IFZ2 - Volusia County Impact Fee Zone 2  
IFZ3 - Volusia County Impact Fee Zone 3

IFZ4 - Volusia County Impact Fee Zone 4  
LAP - Local Area Program  
LF - Local Funds  
LF/FED - Local or Federal Funds for Candidate Project

LFF - Local Funds for Matching F/A  
LFP - Local Funds - Private  
LFR - Local Funds/Reimbursable  
LOGT - Local Option Gas Tax  
One - One Cent Gas Tax Funding

#### PHASE CODES

ADM - Administration  
CAP - Capital  
CST - Construction  
DSB - Design/Build  
ENG - Engineering  
ENV - Environmental  
LAP - Local Agency Program  
MAT - Maintenance

MNT - Maintenance  
MSC - Miscellaneous Transportation Improvements  
OPR - Operations  
OPS - Operations  
PD&E - Project Development and Environmental

PDE - Project Development and Environmental  
PE - Preliminary Engineering (Design)  
PLN - Planning  
ROW - Right-of-Way Acquisition  
RRU - Rail Road Utilities

**APPENDIX III**

**FY 2020 Federal List of Obligated Projects**

River to Sea TPO Transportation Improvement Program - FY 2021/22 to FY 2025/26		FLORIDA DEPARTMENT OF TRANSPORTATION		DATE RUN: 10/01/2020
PAGE 1		OFFICE OF WORK PROGRAM		TIME RUN: 09.29.25
RIVER TO SEA TPO		ANNUAL OBLIGATIONS REPORT		MBROBLTP
		=====		
		HIGHWAYS		
		=====		
ITEM NUMBER:415964 1	PROJECT DESCRIPTION:OLD KINGS RD FROM OAK TRAILS BLVD TO FOREST GROVE DRIVE			*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER			TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:73000003	PROJECT LENGTH: 4.200MI			LANES EXIST/IMPROVED/ADDED: 4/ 0/ 2
		FUND CODE	2020	
		-----	-----	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FLAGLER COUNTY BOARD OF COUNTY				
SA			-14,759	
TOTAL 415964 1			-14,759	
TOTAL 415964 1			-14,759	
-----				
ITEM NUMBER:437595 1	PROJECT DESCRIPTION:SR 5 (US 1) ROUNDABOUT AT MATANZAS WOODS PKWY			*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER			TYPE OF WORK:ROUNDABOUT
ROADWAY ID:73010000	PROJECT LENGTH: .095MI			LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
		FUND CODE	2020	
		-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				
SA			47,853	
SL			1,468,287	
TOTAL 437595 1			1,516,140	
TOTAL 437595 1			1,516,140	
-----				
ITEM NUMBER:438003 1	PROJECT DESCRIPTION:I-95 FROM VOLUSIA COUNTY LINE TO NORTH OF PALM COAST PARKWAY			*SIS*
DISTRICT:05	COUNTY:FLAGLER			TYPE OF WORK:RESURFACING
ROADWAY ID:73001000	PROJECT LENGTH: 12.488MI			LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
		FUND CODE	2020	
		-----	-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				
NHPP			2,111	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				
NHPP			13,250,638	
TOTAL 438003 1			13,252,749	
TOTAL 438003 1			13,252,749	
-----				
ITEM NUMBER:438003 2	PROJECT DESCRIPTION:I-95 FROM N OF PALM COAST PKY TO PELLICER CREEK			*SIS*
DISTRICT:05	COUNTY:FLAGLER			TYPE OF WORK:RESURFACING
ROADWAY ID:73001000	PROJECT LENGTH: 6.933MI			LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
		FUND CODE	2020	
		-----	-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				
NHPP			900	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				
NHPP			5,550,583	
TOTAL 438003 2			5,551,483	
TOTAL 438003 2			5,551,483	
-----				

ITEM NUMBER:440557 1	PROJECT DESCRIPTION:SR A1A WASHOUT/ROAD RECONSTRUCTION - HURRICANE MATTHEW	*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:73030000	PROJECT LENGTH: 2.848MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	70,950	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	6,541,700	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	225,604	
TOTAL 440557 1	6,838,254	
TOTAL 440557 1	6,838,254	

ITEM NUMBER:440557 5	PROJECT DESCRIPTION:SR A1A CONSTRUCTION SEGMENT 1 FROM S 28TH ST TO S 22ND ST	*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER	TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:73030000	PROJECT LENGTH: .981MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SAAN	-165	
TOTAL 440557 5	-165	
TOTAL 440557 5	-165	

ITEM NUMBER:440557 6	PROJECT DESCRIPTION:SR A1A CONSTRUCTION SEGMENT 2 FROM S 22ND ST TO S 9TH ST	*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER	TYPE OF WORK:ROAD RECONSTRUCTION - 2 LANE
ROADWAY ID:73030000	PROJECT LENGTH: 1.424MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SAAN	2,000	
TOTAL 440557 6	2,000	
TOTAL 440557 6	2,000	

ITEM NUMBER:440557 7	PROJECT DESCRIPTION:SR A1A CONSTRUCTION SEGMENT 3 FROM N 18TH ST TO OSPREY DR	*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER	TYPE OF WORK:ROAD RECONSTRUCTION - 2 LANE
ROADWAY ID:73030000	PROJECT LENGTH: 1.056MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SAAN	-371	
TOTAL 440557 7	-371	
TOTAL 440557 7	-371	

HIGHWAYS

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ITEM NUMBER:440792 1	PROJECT DESCRIPTION:SEMINOLE WOODS BLVD/TOWN CENTER BLVD @ SR 100	*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER	TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:73000012	PROJECT LENGTH: .002MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM COAST SU	-2,146	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-4,083	
TOTAL 440792 1	-6,229	
TOTAL 440792 1	-6,229	

ITEM NUMBER:444384 1	PROJECT DESCRIPTION:CR 304 @ RAIL CROSSING # 272932-W	*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER	TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:73510000	PROJECT LENGTH: .023MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2020	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHP	332,400	
TOTAL 444384 1	332,400	
TOTAL 444384 1	332,400	



PAGE 4		River to Sea TPO Transportation Improvement Program - FY 2021/22 to FY 2025/26		FLORIDA DEPARTMENT OF TRANSPORTATION		DATE RUN: 10/01/2020	
RIVER TO SEA TPO				OFFICE OF WORK PROGRAM		TIME RUN: 09.29.25	
				ANNUAL OBLIGATIONS REPORT		MBROBLTP	
				=====			
				HIGHWAYS			
				=====			
ITEM NUMBER:240992 5		PROJECT DESCRIPTION:SR 5 US 1 AT CANAL STREET INTERSECTION IMPROVEMENTS				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA				TYPE OF WORK:INTERSECTION IMPROVEMENT	
ROADWAY ID:79010000		PROJECT LENGTH: .577MI				LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
FUND CODE				2020			
-----				-----			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SA						3,686,084	
TOTAL 240992 5						3,686,084	
TOTAL 240992 5						3,686,084	
-----				-----			
ITEM NUMBER:240992 7		PROJECT DESCRIPTION:SR 5 US 1 AT REED CANAL ROAD				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA				TYPE OF WORK:INTERSECTION IMPROVEMENT	
ROADWAY ID:79010000		PROJECT LENGTH: .179MI				LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
FUND CODE				2020			
-----				-----			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SU						-32,390	
TOTAL 240992 7						-32,390	
TOTAL 240992 7						-32,390	
-----				-----			
ITEM NUMBER:242172 1		PROJECT DESCRIPTION:CR 4050 ORANGE AVE BR#794003 VETERANS MEMORIAL BRIDGE				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA				TYPE OF WORK:BRIDGE REPLACEMENT	
ROADWAY ID:79250500		PROJECT LENGTH: .350MI				LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE				2020			
-----				-----			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG							
NHBR						918,216	
SA						1,743,584	
TOTAL 242172 1						2,661,800	
TOTAL 242172 1						2,661,800	
-----				-----			
ITEM NUMBER:415434 7		PROJECT DESCRIPTION:EAST CENTRAL FLORIDA RAIL TRAIL FROM COW CREEK TO DALE ST				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA				TYPE OF WORK:BIKE PATH/TRAIL	
ROADWAY ID:		PROJECT LENGTH: .000				LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE				2020			
-----				-----			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
CM						1,845	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG							
CM						610,216	
TOTAL 415434 7						612,061	
TOTAL 415434 7						612,061	
-----				-----			

PAGE 5		River to Sea TPO Transportation Improvement Program - FY 2021/22 to FY 2025/26		FLORIDA DEPARTMENT OF TRANSPORTATION		DATE RUN: 10/01/2020	
RIVER TO SEA TPO				OFFICE OF WORK PROGRAM		TIME RUN: 09.29.25	
				ANNUAL OBLIGATIONS REPORT		MBROBLTP	
				=====			
				HIGHWAYS			
				=====			
ITEM NUMBER:415434 8		PROJECT DESCRIPTION:EAST CENTRAL FLORIDA RAIL TRL SEG4A/FROM GUISE RD TO GOBBLER'S LODGE R				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA		TYPE OF WORK:BIKE PATH/TRAIL			
ROADWAY ID:		PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0			
FUND CODE				2020			
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
TALU						4,000	
TOTAL 415434 8						4,000	
TOTAL 415434 8						4,000	
ITEM NUMBER:415434 9		PROJECT DESCRIPTION:EAST CENTRAL FLORIDA RAIL TRAIL / GOBBLER'S LODGE RD TO MAYTOWN SPUR				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA		TYPE OF WORK:BIKE PATH/TRAIL			
ROADWAY ID:		PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0			
FUND CODE				2020			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SA						-9,912	
TOTAL 415434 9						-9,912	
TOTAL 415434 9						-9,912	
ITEM NUMBER:430040 1		PROJECT DESCRIPTION:TURNBULL BAY ROAD OVER TURNBULL CREEK				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA		TYPE OF WORK:BRIDGE REPLACEMENT			
ROADWAY ID:79000015		PROJECT LENGTH: .244MI		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0			
FUND CODE				2020			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
NHBR						1,754	
TOTAL 430040 1						1,754	
TOTAL 430040 1						1,754	
ITEM NUMBER:430678 1		PROJECT DESCRIPTION:SR 5 (US1) FROM SOUTH STREET TO MAGNOLIA/SHANGRILA DR				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA		TYPE OF WORK:RESURFACING			
ROADWAY ID:79010000		PROJECT LENGTH: 8.100MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0			
FUND CODE				2020			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SA						-26,711	
TOTAL 430678 1						-26,711	
TOTAL 430678 1						-26,711	
ITEM NUMBER:431922 1		PROJECT DESCRIPTION:SR 44 AT KEPLER ROAD INTERSECTION IMPROVEMENTS				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA		TYPE OF WORK:ROUNDBOUT			
ROADWAY ID:79070000		PROJECT LENGTH: .545MI		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0			
FUND CODE				2020			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
GFSU						112,500	

PAGE 6		River to Sea TPO Transportation Improvement Program - FY 2021/22 to FY 2025/26		FLORIDA DEPARTMENT OF TRANSPORTATION		DATE RUN: 10/01/2020	
				OFFICE OF WORK PROGRAM		TIME RUN: 09.29.25	
RIVER TO SEA TPO				ANNUAL OBLIGATIONS REPORT		MBROBLTP	
				=====			
				HIGHWAYS			
				=====			

River to Sea TPO Transportation Improvement Program - FY 2021/22 to FY 2025/26				DATE RUN: 10/01/2020
PAGE 7	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT =====			TIME RUN: 09.29.25 MBROBLTP
RIVER TO SEA TPO	HIGHWAYS =====			
ITEM NUMBER:435535 1	PROJECT DESCRIPTION:FORREST HILLS CONNECTOR FROM OLD TOMOKA RD TO SCOTTSDALE DRIVE			*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:BIKE PATH/TRAIL	
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE		2020		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF ORMOND BEACH				
SU		-6,887		
TALU		4,126		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				
SU		-24,512		
TOTAL 435535 1		-27,273		
TOTAL 435535 1		-27,273		
ITEM NUMBER:435539 1	PROJECT DESCRIPTION:N SPRUCE CREEK RD SIDEWALK FROM NOVA ROAD TO ANGELINA COURT			*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:SIDEWALK	
ROADWAY ID:79000119	PROJECT LENGTH: .300MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE		2020		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				
SU		-1,081		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				
SU		66,525		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY PORT ORANGE, CITY OF				
SU		-17,681		
TOTAL 435539 1		47,763		
TOTAL 435539 1		47,763		
ITEM NUMBER:435591 1	PROJECT DESCRIPTION:SR 421 (DUNLAWTON) PHASE 1 FROM SPRUCE CREEK RD TO RIDGEWOOD AVE			*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:LIGHTING	
ROADWAY ID:79230000	PROJECT LENGTH: .712MI		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE		2020		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				
SU		10,483		
TOTAL 435591 1		10,483		
TOTAL 435591 1		10,483		
ITEM NUMBER:435595 1	PROJECT DESCRIPTION:DOYLE ROAD PAVED SHOULDERS FROM LUSH LANE TO COURTLAND BLVD			*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:PAVE SHOULDERS	
ROADWAY ID:79000001	PROJECT LENGTH: .800MI		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE		2020		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COUNTY OF VOLUSIA				
SU		-112,126		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				
SU		-740		
TOTAL 435595 1		-112,866		
TOTAL 435595 1		-112,866		

PAGE 8		River to Sea TPO Transportation Improvement Program - FY 2021/22 to FY 2025/26		FLORIDA DEPARTMENT OF TRANSPORTATION		DATE RUN: 10/01/2020	
RIVER TO SEA TPO				OFFICE OF WORK PROGRAM		TIME RUN: 09.29.25	
				ANNUAL OBLIGATIONS REPORT		MBROBLTP	
				=====			
				HIGHWAYS			
				=====			
ITEM NUMBER:435596 1		PROJECT DESCRIPTION:SR A1A (ATLANTIC AVE ) MAST ARM AT CARDINAL DRIVE				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA		TYPE OF WORK:TRAFFIC SIGNALS			
ROADWAY ID:79080000		PROJECT LENGTH: .026MI		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0			
FUND CODE				2020			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SU				117,139			
TOTAL 435596 1				117,139			
TOTAL 435596 1				117,139			
ITEM NUMBER:436292 1		PROJECT DESCRIPTION:I-95 INTERCHANGE AT PIONEER TRAIL				*SIS*	
DISTRICT:05		COUNTY:VOLUSIA		TYPE OF WORK:PD&E/EMO STUDY			
ROADWAY ID:79002000		PROJECT LENGTH: 2.000MI		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0			
FUND CODE				2020			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SA				22,385			
TOTAL 436292 1				22,385			
TOTAL 436292 1				22,385			
ITEM NUMBER:436915 1		PROJECT DESCRIPTION:SR 5A/FRONTAGE FROM BRENTWOOD DR/3RD/8TH/10TH ST TO 8TH/S FLOMICH ST				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA		TYPE OF WORK:RESURFACING			
ROADWAY ID:79190000		PROJECT LENGTH: 3.097MI		LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0			
FUND CODE				2020			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SA				-263			
TOTAL 436915 1				-263			
TOTAL 436915 1				-263			
ITEM NUMBER:437842 1		PROJECT DESCRIPTION:US 17/92 FROM S I-4 RAMP TO N OF MINNESOTA AVENUE				*SIS*	
DISTRICT:05		COUNTY:VOLUSIA		TYPE OF WORK:TRAFFIC SIGNALS			
ROADWAY ID:79040000		PROJECT LENGTH: 7.314MI		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0			
FUND CODE				2020			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
NHPP				2,000			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
NHPP				1,982,029			
TOTAL 437842 1				1,984,029			
TOTAL 437842 1				1,984,029			

PAGE 9		River to Sea TPO Transportation Improvement Program - FY 2021/22 to FY 2025/26		FLORIDA DEPARTMENT OF TRANSPORTATION		DATE RUN: 10/01/2020	
RIVER TO SEA TPO				OFFICE OF WORK PROGRAM		TIME RUN: 09.29.25	
				ANNUAL OBLIGATIONS REPORT		MBROBLTP	
				=====			
				HIGHWAYS			
				=====			
ITEM NUMBER:437935 1		PROJECT DESCRIPTION:BARRACUDA BLVD FROM QUAY ASSISI TO THE MIDDLE WAY				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA				TYPE OF WORK:BRIDGE REPLACEMENT	
ROADWAY ID:79000374		PROJECT LENGTH: .110MI				LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE				2020			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
BRTZ						136,505	
TOTAL 437935 1						136,505	
TOTAL 437935 1						136,505	
ITEM NUMBER:438017 1		PROJECT DESCRIPTION:SR 1A @ HARVARD DRIVE				*NON-SIS*	
DISTRICT:05		COUNTY:VOLUSIA				TYPE OF WORK:TRAFFIC SIGNAL UPDATE	
ROADWAY ID:79080000		PROJECT LENGTH: .023MI				LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE				2020			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SU						184,046	
TOTAL 438017 1						184,046	
TOTAL 438017 1						184,046	
ITEM NUMBER:438038 1		PROJECT DESCRIPTION:I-4 (SR 400), FROM .9 MI'S S OF SAXON BLVD TO .7 MI'S N OF SR 472				*SIS*	
DISTRICT:05		COUNTY:VOLUSIA				TYPE OF WORK:RESURFACING	
ROADWAY ID:79110000		PROJECT LENGTH: 4.730MI				LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0	
FUND CODE				2020			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
NHPP						60,840	
NHRE						-2,017	
TOTAL 438038 1						58,823	
TOTAL 438038 1						58,823	
ITEM NUMBER:438968 2		PROJECT DESCRIPTION:SR 15A (TAYLOR RD) FROM SR 15 (US 17-92) TO 480 FT WEST OF SR 15				*SIS*	
DISTRICT:05		COUNTY:VOLUSIA				TYPE OF WORK:INTERSECTION IMPROVEMENT	
ROADWAY ID:79160000		PROJECT LENGTH: .092MI				LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE				2020			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
NHPP						21,093	
TOTAL 438968 2						21,093	
TOTAL 438968 2						21,093	

River to Sea TPO Transportation Improvement Program - FY 2021/22 to FY 2025/26				DATE RUN: 10/01/2020
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RIVER TO SEA TPO	OFFICE OF WORK PROGRAM			MBROBLTP
	ANNUAL OBLIGATIONS REPORT			
	=====			
	HIGHWAYS			
	=====			
ITEM NUMBER:438980 1	PROJECT DESCRIPTION:OLD NEW YORK AVENUE FROM RR/DELAND AMTRAK TO SR 44 (PAVED SHOULDERS)			*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:PAVE SHOULDERS	
ROADWAY ID:79000012	PROJECT LENGTH: 1.252MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE		2020		
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT				
GFSU		499,999		
TOTAL 438980 1		499,999		
TOTAL 438980 1		499,999		
ITEM NUMBER:438982 1	PROJECT DESCRIPTION:US 1/SR 5 FROM 6TH STREET TO FLOMICH STREET			*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:TRAFFIC SIGNAL UPDATE	
ROADWAY ID:79030000	PROJECT LENGTH: 1.833MI		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE		2020		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				
SU		40,530		
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT				
SU		1,295,000		
TOTAL 438982 1		1,335,530		
TOTAL 438982 1		1,335,530		
ITEM NUMBER:439131 1	PROJECT DESCRIPTION:I-95/SR 9 FROM S OF BRIDGE 790079 TO FLAGLER CO LINE			*SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:RESURFACING	
ROADWAY ID:79002000	PROJECT LENGTH: 8.492MI		LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0	
FUND CODE		2020		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				
NHPP		7,964		
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT				
NHPP		1,666		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				
NHPP		5,984,397		
TOTAL 439131 1		5,994,027		
TOTAL 439131 1		5,994,027		
ITEM NUMBER:439881 4	PROJECT DESCRIPTION:VOLUSIA COUNTY PEDESTRIAN LIGHTING BUNDLE D			*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:LIGHTING	
ROADWAY ID:79030000	PROJECT LENGTH: 11.116MI		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE		2020		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				
HSP		-16,044		
TOTAL 439881 4		-16,044		
TOTAL 439881 4		-16,044		

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RIVER TO SEA TPO

ITEM NUMBER:439881 5	PROJECT DESCRIPTION:VOLUSIA COUNTY PEDESTRIAN LIGHTING BUNDLE E	*SIS*
DISTRICT:05	COUNTY:VOLUSIA	TYPE OF WORK:LIGHTING
ROADWAY ID:79040000	PROJECT LENGTH: 8.010MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2020	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		-85,802
TOTAL 439881 5		-85,802
TOTAL 439881 5		-85,802

ITEM NUMBER: 439971 1	PROJECT DESCRIPTION: FREEMONT AVENUE FROM NILES STREET TO RIDGEWOOD AVENUE	*NON-SIS
DISTRICT: 05	COUNTY: VOLUSIA	
ROADWAY ID:	PROJECT LENGTH: .000	TYPE OF WORK: SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
<hr/>		
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU		32,253
TOTAL 439971 1		32,253
TOTAL 439971 1		32,253

ITEM NUMBER: 440602 1	PROJECT DESCRIPTION: RONNOC LANE RAIL CROSSING 271968-B	*NON-SIS
DISTRICT: 05	COUNTY: VOLUSIA	TYPE OF WORK: RAIL SAFETY PROJECT
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHH		195,000
TOTAL 440602 1		195,000
TOTAL 440602 1		195,000

ITEM NUMBER:440848 1	PROJECT DESCRIPTION:DELTONA LAKES/SPIRIT ELEMENTARY SIDEWALKS	*NON-SIS
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:	PROJECT LENGTH: .000	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		2,235
<b>TOTAL 440848 1</b>		<b>2,235</b>
<b>TOTAL 440848 1</b>		<b>2,235</b>



ITEM NUMBER:440920 1	PROJECT DESCRIPTION:TIVOLI DRIVE @ PROVIDENCE BLVD TO SAXON BLVD	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79000168	PROJECT LENGTH: .934MI	
		TYPE OF WORK:ADD TURN LANE(S)
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	5,078	
<b>TOTAL 440920 1</b>	<b>5,078</b>	
<b>TOTAL 440920 1</b>	<b>5,078</b>	

ITEM NUMBER:441396 1	PROJECT DESCRIPTION:CR 4164 OSTEEN-MAYTOWN RD FROM E OF GOBBLERS LOGDE RD TO E I-95	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79000017	PROJECT LENGTH: 11.654MI	
		TYPE OF WORK:PAVE SHOULDERS
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	191,133	
SA	15,513	
<b>TOTAL 441396 1</b>	<b>206,646</b>	
<b>TOTAL 441396 1</b>	<b>206,646</b>	

ITEM NUMBER:441414 1	PROJECT DESCRIPTION:SR 15A; 15/600 TO SR-15 FROM US 17/92 TO ADELLE AVE	*SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79160000	PROJECT LENGTH: .511MI	
		TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	10,479	
<b>TOTAL 441414 1</b>	<b>10,479</b>	
<b>TOTAL 441414 1</b>	<b>10,479</b>	

ITEM NUMBER:442467 1	PROJECT DESCRIPTION:SR 15 / US 17-92 AT FORT FLORIDA RD	*SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79040000	PROJECT LENGTH: .002MI	
		TYPE OF WORK:TRAFFIC SIGNALS
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	7,477	
<b>TOTAL 442467 1</b>	<b>7,477</b>	
<b>TOTAL 442467 1</b>	<b>7,477</b>	

ITEM NUMBER:442499 1 PROJECT DESCRIPTION:SR 44 FROM AIRPORT RD TO E 3RD AVE. \*NON-SIS\*  
DISTRICT:05 COUNTY:VOLUSIA TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM  
ROADWAY ID:79070000 PROJECT LENGTH: 8.043MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2020
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	285,310
<b>TOTAL 442499 1</b>	<b>285,310</b>
<b>TOTAL 442499 1</b>	<b>285,310</b>

ITEM NUMBER:442522 1 PROJECT DESCRIPTION:SR 421 FROM SUMMER TREES RD TO SR 5 / A1A \*NON-SIS\*  
DISTRICT:05 COUNTY:VOLUSIA TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM  
ROADWAY ID:79230000 PROJECT LENGTH: 4.217MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2020
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-19,493
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT GFSU	1,048,237
SU	692,690
<b>TOTAL 442522 1</b>	<b>1,721,434</b>
<b>TOTAL 442522 1</b>	<b>1,721,434</b>

ITEM NUMBER:442551 1 PROJECT DESCRIPTION:COAST TO COAST TRAIL WAYFINDING SIGNS \*NON-SIS\*  
DISTRICT:05 COUNTY:VOLUSIA TYPE OF WORK:SIGNING/PAVEMENT MARKINGS  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG SU	-5,914
<b>TOTAL 442551 1</b>	<b>-5,914</b>
<b>TOTAL 442551 1</b>	<b>-5,914</b>

ITEM NUMBER:443236 1 PROJECT DESCRIPTION:DERBYSHIRE SIDEWALKS PHASE 1 - 3RD ST & VINE ST \*NON-SIS\*  
DISTRICT:05 COUNTY:VOLUSIA TYPE OF WORK:SIDEWALK  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DAYTONA BEACH/PUB WORKS SU	176,987
TALU	367,839
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	3,000
<b>TOTAL 443236 1</b>	<b>547,826</b>
<b>TOTAL 443236 1</b>	<b>547,826</b>

ITEM NUMBER:444385 1 PROJECT DESCRIPTION:FAIRGREEN AVE & TURNBULL BAY RD @ CROSSING # 272909-C  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID: PROJECT LENGTH: .000

FUND  
CODE

2020

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHP

410,260

**TOTAL 444385 1 410,260**

**TOTAL 444385 1 410,260**

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:444386 1 PROJECT DESCRIPTION:CR 4147 / VOLCO RD @ CROSSING # 271982-W  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79000185 PROJECT LENGTH: .023MI

FUND  
CODE

2020

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHP

315,840

**TOTAL 444386 1 315,840**

**TOTAL 444386 1 315,840**

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

ITEM NUMBER:444387 1 PROJECT DESCRIPTION:TURNBULL BAY RD #79929008 FROM MP 97.187 TO MP 141.643  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79000015 PROJECT LENGTH: .010MI

FUND  
CODE

2020

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHP

336,570

**TOTAL 444387 1 336,570**

**TOTAL 444387 1 336,570**

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

ITEM NUMBER:444388 1 PROJECT DESCRIPTION:SPRUCE CK / COMMWEALTH @ CROSSING # 271961-D  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79000119 PROJECT LENGTH: .007MI

FUND  
CODE

2020

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHP

319,120

**TOTAL 444388 1 319,120**

**TOTAL 444388 1 319,120**

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

HIGHWAYS

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ITEM NUMBER:444389 1  
DISTRICT:05  
ROADWAY ID:79000167

PROJECT DESCRIPTION:PONCE DELEON BLVD @ BURTS PARK RD CROSSING # 621287-S  
COUNTY:VOLUSIA  
PROJECT LENGTH: .017MI

TYPE OF WORK:RAIL SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

\*NON-SIS\*

FUND CODE	2020
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHP	
TOTAL 444389 1	343,313
TOTAL 444389 1	343,313
TOTAL DIST: 05	343,313
TOTAL HIGHWAYS	50,129,064
	50,129,064

PLANNING

=====

ITEM NUMBER:439333 2

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:RIVER TO SEA TPO URBAN AREA FY 2018/2019-2019/2020 UPWP

COUNTY:VOLUSIA

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:TRANSPORTATION PLANNING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA TRANSPORTATION PLANNING	
PL	456,072
SU	-108,399
TOTAL 439333 2	347,673
TOTAL 439333 2	347,673

ITEM NUMBER:439333 3

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:RIVER TO SEA TPO URBAN AREA FY 2020/2021-2021/2022 UPWP

COUNTY:VOLUSIA

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:TRANSPORTATION PLANNING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA TRANSPORTATION PLANNING	
PL	183,696
SU	275,265
TOTAL 439333 3	458,961
TOTAL 439333 3	458,961
TOTAL DIST: 05	806,634
TOTAL PLANNING	806,634

TRANSIT

=====

ITEM NUMBER:435249 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:VOLUSIA VOTRAN XU SET ASIDE  
COUNTY:VOLUSIA  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
SU	1,343,584
TOTAL 435249 1	1,343,584
TOTAL 435249 1	1,343,584
TOTAL DIST: 05	1,343,584
TOTAL TRANSIT	1,343,584

MISCELLANEOUS

=====

ITEM NUMBER:440498 3	PROJECT DESCRIPTION:EMERGENCY CONTRACT FOR TRAFFIC SIGNAL REPAIR & GENERATOR INSTALLATION	*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	242,105	
TOTAL 440498 3	242,105	
TOTAL 440498 3	242,105	

ITEM NUMBER:442712 2	PROJECT DESCRIPTION:FLAGLER CEI MONITORING SIGNALS - HURRICANE MATTHEW	*NON-SIS*
DISTRICT:05	COUNTY:FLAGLER	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	10,445	
TOTAL 442712 2	10,445	
TOTAL 442712 2	10,445	

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RIVER TO SEA TPO

ITEM NUMBER: 440631 1	PROJECT DESCRIPTION: MOVEABLE BRIDGE REPAIRS - VOLUSIA - HURRICANE MATTHEW	*NON-SIS*
DISTRICT: 05	COUNTY: VOLUSIA	TYPE OF WORK: EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2020
<hr/>		
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17		35,813
TOTAL 440631 1		35,813
TOTAL 440631 1		35,813
TOTAL DIST: 05		1,077,972
TOTAL MISCELLANEOUS		1,077,972

GRAND TOTAL	53,357,254
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## **APPENDIX IV**

### **Florida TPM Consensus Planning Agreement**

## **Transportation Performance Measures Consensus Planning Document**

### **Purpose and Authority**

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”
- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

## **Roles and Responsibilities**

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

### **1. Transportation performance data:**

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.<sup>12</sup> FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

### **2. Selection of performance targets:**

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

<sup>1</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

<sup>2</sup> If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
  - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
  - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either<sup>3</sup>:
  - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
  - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

<sup>3</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
  - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
  - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

### 3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
  - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
  - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
  - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
  - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

- and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).
- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
  - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
  - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
  - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

*For more information, contact:*

*Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation  
Executive Director, MPOAC*

## **APPENDIX V**

### **Resolution 2021-14**

#### **Adopting the FY 2021/22 to FY 2025/26 Transportation Improvement Program (TIP)**



**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2021-14**

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION  
ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
COVERING THE PERIOD OF FY 2021/22 TO FY 2025/26**

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

**WHEREAS**, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning process and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

**WHEREAS**, the River to Sea TPO shall annually endorse and amend as appropriate, the plans and programs required by 23 C.F.R. 450.300 through 450.324, among which is the Transportation Improvement Program (TIP); and

**WHEREAS**, the construction-phase highway projects funded in the Transportation Improvement Program have been identified as needed projects in the River to Sea TPO's 2040 Long Range Transportation Plan and all other projects contained within the Transportation Improvement Program are consistent with the River to Sea TPO's 2045 Long Range Transportation Plan.

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

1. FY 2021/22 - FY 2025/26 Transportation Improvement Program (TIP) is hereby endorsed and adopted as an accurate representation of the area's priorities developed through a continuing, cooperative and comprehensive planning process in accordance with applicable state and federal requirements;
2. Federally-aided projects listed in the FY 2021/22 - FY 2025/26 TIP shall be initiated within the urbanized area; and

River to Sea TPO  
Resolution 2021-14  
Page 2

3. The Chairperson of the TPO (or his/her designee) is hereby authorized and directed to submit the FY 2021/22 - FY 2025/26 Transportation Improvement Program to the:
- a. Florida Department of Transportation;
  - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
  - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation);
  - d. Federal Aviation Administration (FAA); and
  - e. Department of Economic Opportunity (DEO).

**DONE AND RESOLVED** at the regular meeting of the River to Sea TPO on the **23<sup>rd</sup>** day of **June**, **2021**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**New Smyrna Beach COMMISSIONER Jason McGuirk**  
**CHAIRPERSON, RIVER TO SEA TPO**

**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 a resolution, adopted at a legally convened meeting of the River to Sea TPO held on June 23, 2021.

**ATTEST:**



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

## **APPENDIX VI**

### **Summary of Review Comments**

Comments on the Draft Transportation Improvement Program (TIP) Fiscal Years 2021/2022 to Fiscal Years 2025/2026 were received from the Federal Highway Administration (FHWA) on June, 14 2021, and from the Florida Department of Transportation (FDOT) on June 23, 2021. No comments were received from other agencies. The following lists the significant/critical comments received and the action taken by the River to Sea Transportation Planning Organization (R2CTPO) to address each comment.

FHWA Comments

Comment: The FINAL document must demonstrate explicit consideration and response to public input. 23 CFR 450.316(a)(1)(vi)

R2CTPO Action: The Public Involvement section of the Introduction outlines the public involvement process and Appendix VI contains a summary of significant comments demonstrating the consideration and response to public input.

Comment: The FINAL document must show how significant comments are addressed fully. 23 CFR 450.316(d)

R2CTPO Action: Appendix VI contains the significant comments received and the action taken by the R2CTPO to address those comments.

Comment: The FINAL document must show how the federal land management agencies were involved. 23 CFR 450.316(d)

R2CTPO Action: Page 12 of the Introduction Sections specifies that the draft TIP is forwarded by direct email to the three federal land management agencies, Lake Woodruff National Wildlife Refuge, Merritt Island National Wildlife Refuge, and Canaveral National Seashore. The draft TIP was emailed to these agencies on June 11, 2021 and no comments were received.

Comment: The FINAL document must identify the criteria and the process for prioritizing implementation of the plan elements in the TIP. (Anticipated to be included in the appendices.) 23 CFR 450.324(I)(1)

R2CTPO Action: Appendix I contains the project prioritization used to develop the Connect 2045 Long Range Transportation Plan as well as the project prioritization criteria used by the TPO to evaluate program specific projects such as bicycle/pedestrian and traffic operations projects.

Comment: The FINAL document must identify any changes to the prioritizing process from the last TIP. 23 CFR 450.324(I)(1)

R2CTPO Action: Additional language was added to the How are Projects Selected section of the introduction to specify that the project evaluation criteria for major capacity projects were carefully reviewed and updated during the development of the Connect 2045 Long Range Transportation Plan and that details can be found in Chapter 5 and Technical Appendix I of the Plan. Criteria used to evaluate projects categorized by program areas (such as bicycle/pedestrian and traffic operations) remained consistent with previous project evaluations, however, additional considerations were added for Complete Streets projects and projects that assist the TPO in meeting or exceeding adopted safety targets have been identified in the narrative. Appendix I contains the set of prioritization and ranking criteria for the set aside projects as well as for the projects identified in Connect 2045.

Comment: The FINAL document must list major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects. 23 CFR 450.324(I)(2)

R2CTPO Action: Page 23 of the Introduction includes a listing of Notable New Projects/Project Phases and Advanced/Deferred Projects

#### FDOT Comments

Comment: Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover.

*No indication of placeholder for resolution or endorsement page with appropriate statement that the TIP was developed following state and federal criteria and include signature of authorized MPO official. Please add.*

R2CTPO Action: Once final approval was obtained by the TPO Board at their meeting on June 23, 2021, the executed adoption Resolution 2021-14 was included in Appendix V in the Final TIP.

Comment: Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms?

*List of acronyms, abbreviations, and definitions is not found or listed in Table of Contents. List should include funding and project phase codes and acronyms used throughout document.*

R2CTPO Action: A list of acronyms, abbreviations, and definitions is included in Appendix II in the Final TIP

Comment: Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)?

*Narrative on project selection does not include reference to federal requirements or 23 CFR.*

R2CTPO Action: The reference to 23 CFR 450.332(b) has been included in How are Projects Selected section of the Introduction in the Final TIP.

Comment: Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]

*Spot check projects: 240836-1, 403391-2, 437935-1, 440774-1, 446683-1 – all reference projects in 2040 LRTP. Please update to current LRTP (2045). 447698-1 – references 2045 LRTP*

*LRTP references should be for most current LRTP which would be the 2045 plan for this TIP document. Please update to current LRTP (2045).*

R2CTPO Action: All LRTP references on project sheets have been updated to the 2045 LRTP in the Final TIP.

Comment: Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]

*Did not find this list as part of the document.*

R2CTPO Action: The FDOT Annual List of Obligated Projects is included in Appendix III in the final TIP.

Comment: Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

*Incorrect CFR numbers. Indicates a 30-day public comment period. Mentions currently adopted TIP in 2019. Does not mention holding a public hearing, legal ads as required. Mention of Appendix VI which is a summary of significant review findings, but there is no appendix with the document and appendices not listed in Table of Contents.*

R2CTPO Action: The CFR references have been updated and the Public Involvement section of the Introduction has been expanded to reference placement of legal advertisement in local newspaper and that notice was provided to the TPO email listing. Additionally, language was added to confirm that all TPO Board and Committee meetings are formal public meetings. Appendix VI contains the significant comments received and the action taken by the R2CTPO to address those comments.

Note: In this section the document does not mention the currently adopted TIP in 2019 (as indicated in the review comment). The reference is to the current version of the TPO's Public Participation Plan which was adopted in 2019 and amended in 2020. The narrative also specifies that procedures for public involvement in the annual development of the TIP have been clearly defined in the TPO's *Public Participation Plan*, which further outline the public involvement procedures.

Comment: Did the MPO make the draft TIP available to all review agencies and affected parties? Refer distribution list in MPO Handbook, page 5-21 – 5-24

*Page 12 indicates the draft TIP is forwarded by direct mail to three federal land management agencies in the TPO planning area but no mention of agency names, FDOT review, or federal agencies the TPO is required to send the draft TIP for review.*

R2CTPO Action: The Public Involvement section of the Introduction has been expanded to identifying the three federal land management agencies and FDOT and federal agency review. Appendix VI contains the significant comments received and the action taken by the R2CTPO to address those comments.

REVISION LOG

<u>Revision Date</u>	<u>Type of Revision</u>	<u>Resolution</u>	<u>Description</u>
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