

**River to Sea
Transportation Planning Organization**

**FY 2022/23 – FY 2026/27
Transportation Improvement Program**

Adopted June 22, 2022



2570 W. International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114

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River to Sea TPO Staff

Colleen Nicoulin

Interim Executive Director

Mariel Lemke

Accounting/Office Manager

Vacant

Manager of Operations and Planning

Vacant

Transportation Planner/Project Manager
Data and Technology

Stephan Harris

Transportation Planner/Project Manager
Modal

Pamela Blankenship

Community Outreach Coordinator/
Title VI Coordinator

Debbie Stewart

Administrative Assistant

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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 June 2022, 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

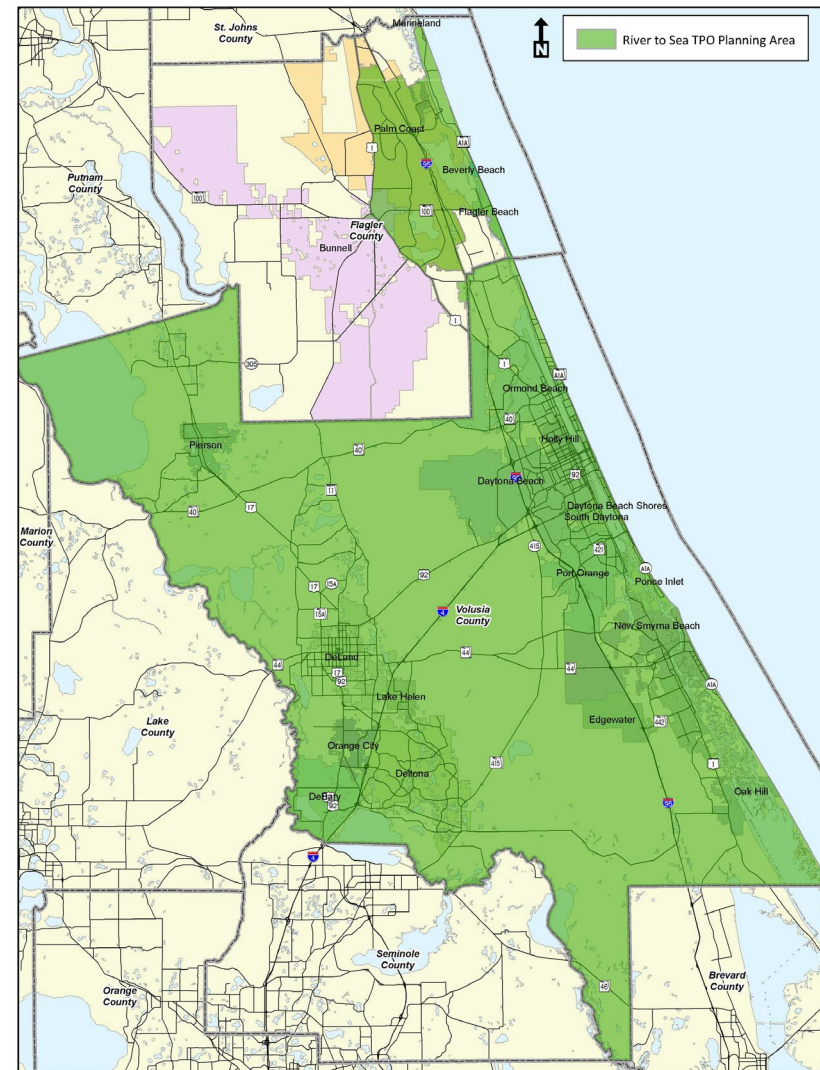


Figure 1 River to Sea TPO Metropolitan Plan

Unified Planning Work Program (UPWP). It also prescribes planning and administrative requirements placed on the TPO as a condition for receipt of 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) 2022/23 through 2026/27. 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 period¹. 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.\]](#). 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.

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.

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.

L RTP Reference

For SIS and 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 (LRTP) or a more recent source (e.g., PD&E or other study) is provided. 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. The River to Sea TPO's LRTP may be accessed at:

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

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 amended in May 2021 and March 2022. 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, 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, with additional considerations 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 Votran'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 and June of 2022. 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 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 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.

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 2022. 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 June of 2022, the TPO updated 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 defines 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 21st 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 2021, which set the target at zero for each performance measure for the 2022 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 February 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 February of 2021 and 2022, 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.

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.

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

| Performance Measure | 2-year Statewide Target (2019) | 4-year Statewide Target (2021) |
|---|---|---|
| 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 (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) 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 (80th percentile) to a normal travel time (50th 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 95th percentile truck travel time by a normal travel time (50th 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

| Performance Measure | 2-year Statewide Target (2019) | 4-year Statewide Target (2021) |
|--|---|---|
| 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 ⁵ | 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

| Asset Category | Performance Measure |
|-----------------------|---|
| 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 TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles or more in one non-fixed route mode. Tier II providers are those that are a sub recipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27

The River to Sea TPO planning area is served by three (3) transit service providers: Flagler County Public Transportation (FCPT), Votran, and SunRail. SunRail is considered a Tier I while Votran and FCPT are Tier II providers. 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.

Table 4: Flagler County Public Transit – Bus Service

| Asset Category Performance Measure | Asset Class | 2022 Target | 2023 Target | 2024 Target | 2025 Target | 2026 Target |
|---|--------------------------------|----------------|----------------|----------------|----------------|----------------|
| Rolling Stock | | | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Bus | 0% | 10% | 10% | 14% | 31% |
| | Cutaway Bus | 0% | 0% | 0% | 0% | 0% |
| Equipment | | | | | | |
| 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% | 100% | 100% | 100% | 100% |
| Facilities | | | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | 0% | 0% | 0% | 0% | 0% |
| | Maintenance | 0% | 0% | 0% | 0% | 0% |

Table 5: Votran – Bus Service

| Asset Category Performance Measure | Asset Class | 2022 Target | 2023 Target | 2024 Target | 2025 Target | 2026 Target |
|---|---------------------------------------|----------------|----------------|----------------|----------------|----------------|
| Rolling Stock | | | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Bus | 20% | 20% | 30% | 35% | 35% |
| | Cutaway Bus | 15% | 15% | 15% | 15% | 15% |
| Equipment | | | | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Non Revenue/Service Automobile | 0% | 0% | 0% | 100% | 100% |
| | Trucks and other Rubber Tire Vehicles | 1% | 0% | 0% | 0% | 0% |
| | Route & Scheduling Software | 15% | 15% | 15% | 15% | 15% |
| | Maintenance Equipment/Hardware | 0% | 0% | 5% | 5% | 5% |
| | Security | 20% | 20% | 20% | 20% | 20% |
| Facilities | | | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | 5% | 5% | 5% | 5% | 5% |
| | Maintenance | 10% | 10% | 10% | 10% | 10% |
| | Parking Structures | 2% | 2% | 2% | 2% | 2% |
| | Passenger Facilities | 10% | 10% | 10% | 10% | 10% |
| | Administration/Maintenance | 5% | 5% | 5% | 5% | 5% |
| | Storage | 2% | 2% | 2% | 2% | 2% |

Table 6: SunRail – Fixed Guideway

| Asset Category Performance Measure | Asset Class | Useful Life Benchmark | Asset Class Condition | 2022 Target |
|---|---------------------------------------|----------------------------------|----------------------------------|--------------------|
| Rolling Stock | | | | |
| 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% |
| Equipment* | | | | |
| 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 |
| Facility | | | | |
| % of facilities rated below 3 on the condition scale | Passenger/Parking Facilities | n/a | n/a | 0% |
| | Administrative/Maintenance Facilities | n/a | n/a | 0% |
| Infrastructure | | | | |
| Percent of track segments with performance restrictions | Commuter Rail | n/a | n/a | 2.8 |

*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 the Votran and Flagler County Public Transportation targets on February 23, 2022. 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 2022/23 to FY 2026/27 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.

Votran updated their Transit Development Plan (TDP) in August of 2021 and FCPT is currently updating their TDP. 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) SU 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.

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

Table 7 FY 2023 Transit Safety Performance Targets for Votran

| Transit Mode | Vehicle Revenue Mile (VRM) | Fatalities (total) | Fatalities (rate) (Per 100k VRM) | Injuries (total) | Injuries (rate) (Per 100k VRM) | Safety Events (total) | Safety Events (Per 100k VRM) | System Reliability (Total Mech. Failures) | System Reliability (Per 100k VRM) |
|-----------------|----------------------------|--------------------|----------------------------------|------------------|--------------------------------|-----------------------|------------------------------|---|-----------------------------------|
| Fixed Route | 2,645,650 | 0 | 0 | 11 | .39 | 3 | .10 | 439 | 15.76 |
| Demand Response | 1,787,976 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 4.8 |
| Total | 4,433,626 | 0 | 0 | 11 | .24 | 3 | .06 | 525 | 11.48 |

On February 23, 2022, 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

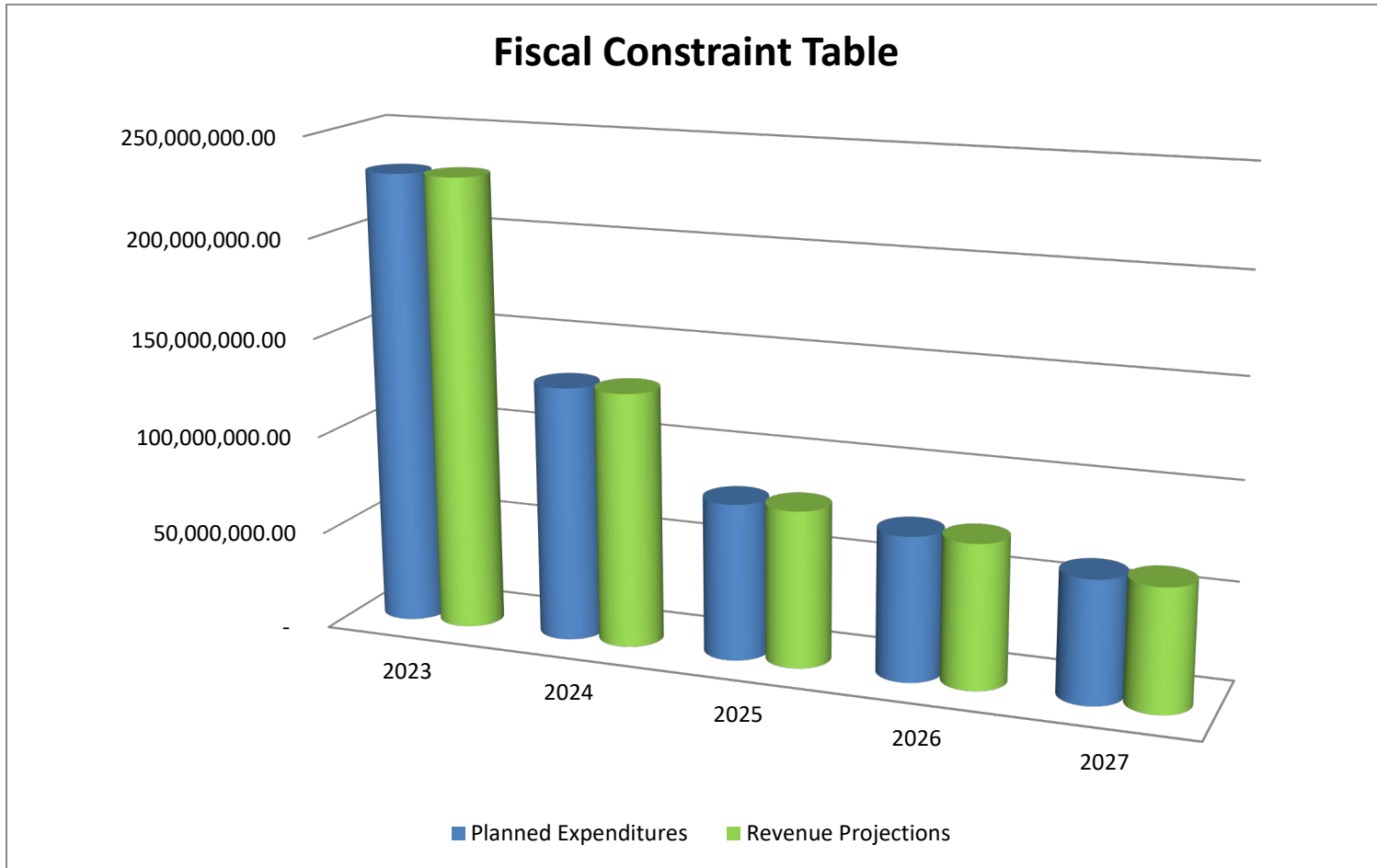
roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 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.



| Fiscal Constraint | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|----------|----------|----------|---------|---------|
| Planned Expenditures (See Adopted TIP - Total Programmed Project Estimates) | \$229.8M | \$129.5M | \$79.5MM | \$73.1M | \$62.1M |
| Revenue Projections (Tentative Work Program - FDOT Fund Summary) | \$229.8M | \$129.5M | \$79.5MM | \$73.1M | \$62.1M |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---|---|-------------------|------------------|------------------|-------------------|------------------|-------------------|
| ACBR - ADVANCE CONSTRUCTION (BRT) | | | | | | | |
| 4471171 | SR 5/US 1 NB over Turnbull Creek Bridge Replacement | 0 | 0 | 0 | 3,970,411 | 0 | 3,970,411 |
| 4471181 | SR 5/US 1 OVER PELLICER CREEK BRIDGE | 0 | 0 | 0 | 9,049,689 | 0 | 9,049,689 |
| Total | | 0 | 0 | 0 | 13,020,100 | 0 | 13,020,100 |
| ACBZ - ADVANCE CONSTRUCTION (BRTZ) | | | | | | | |
| 4379351 | Barracuda Blvd from Quay Assisi to the Middle Way | 31,750 | 0 | 0 | 0 | 0 | 31,750 |
| Total | | 31,750 | 0 | 0 | 0 | 0 | 31,750 |
| ACFP - AC FREIGHT PROG (NFP) | | | | | | | |
| 4362921 | I-95 Interchange at Pioneer Trail | 132,000 | 500,000 | 98,000 | 0 | 0 | 730,000 |
| Total | | 132,000 | 500,000 | 98,000 | 0 | 0 | 730,000 |
| ACNP - ADVANCE CONSTRUCTION NHPP | | | | | | | |
| 2408361 | SR 40 from SR 15/US 17 to SR 11 | 0 | 0 | 1,075,000 | 0 | 189,183 | 1,264,183 |
| 4102513 | SR15(US17) FROM SOUTH OF SPRING ST TO LAKE | 32,289,103 | 0 | 0 | 0 | 0 | 32,289,103 |
| 4362921 | I-95 Interchange at Pioneer Trail | 750,000 | 0 | 0 | 0 | 0 | 750,000 |
| 4434332 | SR 600 FROM N ALABAMA AVE TO EAST OF | 0 | 0 | 0 | 0 | 3,620,000 | 3,620,000 |
| Total | | 33,039,103 | 0 | 1,075,000 | 0 | 3,809,183 | 37,923,286 |
| ACSS - Advance Construction (SS) | | | | | | | |
| 4456901 | SR A1A from N of Ocean Marina Dr to S of Westmayer | 1,606,801 | 0 | 0 | 0 | 0 | 1,606,801 |
| 4457161 | US 17 from SR 15A/CR 15A to Ponce DeLeon Blvd | 0 | 2,869,309 | 0 | 0 | 0 | 2,869,309 |
| 4476981 | SR 600 at the Intersection of Lockhart St | 0 | 0 | 0 | 694,115 | 0 | 694,115 |
| 4492351 | SR 600 / US 17-92 AND ENTERPRISE RD | 14,498 | 0 | 1,530,378 | 0 | 0 | 1,544,876 |
| Total | | 1,621,299 | 2,869,309 | 1,530,378 | 694,115 | 0 | 6,715,101 |
| ARPA - American Rescue Plan | | | | | | | |
| 4362921 | I-95 Interchange at Pioneer Trail | 54,636,400 | 0 | 0 | 0 | 0 | 54,636,400 |
| 4470821 | SR 11 FROM VOLUSIA COUNTY LINE TO SR 5 (US 1) | 12,486,238 | 0 | 0 | 0 | 0 | 12,486,238 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---|---|-------------------|------------------|----------|------------------|----------|-------------------|
| ARPA - American Rescue Plan | | | | | | | |
| Total | | 67,122,638 | 0 | 0 | 0 | 0 | 67,122,638 |
| ART - ARTERIAL HIGHWAYS PROGRAMS | | | | | | | |
| 4102513 | SR15(US17) FROM SOUTH OF SPRING ST TO LAKE | 317,925 | 0 | 0 | 0 | 0 | 317,925 |
| 4289471 | SR 40 Widening | 900,000 | 0 | 0 | 0 | 0 | 900,000 |
| Total | | 1,217,925 | 0 | 0 | 0 | 0 | 1,217,925 |
| BNIR - INTRASTATE R/W & BRIDGE BONDS | | | | | | | |
| 2408361 | SR 40 from SR 15/US 17 to SR 11 | 1,477,000 | 1,220,834 | 0 | 550,000 | 0 | 3,247,834 |
| 2408371 | SR 40 from W of SR 11 to W of Cone Road | 1,170,000 | 700,000 | 0 | 220,000 | 0 | 2,090,000 |
| 4289471 | SR 40 Widening | 0 | 0 | 0 | 897,975 | 0 | 897,975 |
| Total | | 2,647,000 | 1,920,834 | 0 | 1,667,975 | 0 | 6,235,809 |
| BRRP - STATE BRIDGE REPAIR & REHAB | | | | | | | |
| 4489211 | SR-415 OVER DEEP CREEK, ALAMANA CANAL, AND | 381,527 | 0 | 0 | 0 | 0 | 381,527 |
| 4489221 | SR-46 OVER ST. JOHNS RIVER AND CABBAGE | 3,389,481 | 0 | 0 | 0 | 0 | 3,389,481 |
| 4493591 | SR 44 / N CAUSEWAY REALIGNMENT BRIDGE | 1,260,952 | 0 | 0 | 0 | 0 | 1,260,952 |
| 4497761 | I-95 OVER BEAMER'S CANAL BRIDGE 790221, | 40,000 | 1,409,375 | 0 | 0 | 0 | 1,449,375 |
| 4498611 | SR 430 EASTBOUND 790175 & WESTBOUND 790174 | 65,000 | 1,182,212 | 0 | 0 | 0 | 1,247,212 |
| 4502261 | I-95/BREVARD CO LINE TO FLAGLER CO LINE | 40,000 | 520,366 | 0 | 0 | 0 | 560,366 |
| Total | | 5,176,960 | 3,111,953 | 0 | 0 | 0 | 8,288,913 |
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 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 | 173,000 | 173,000 | 173,000 | 0 | 0 | 519,000 |
| 2446071 | City of Daytona Beach Memorandum of Agreement | 267,015 | 267,015 | 267,015 | 267,015 | 267,015 | 1,335,075 |
| 2446081 | City of Port Orange Memorandum of Agreement | 196,731 | 0 | 0 | 0 | 0 | 196,731 |
| 2446211 | City of Edgewater Memorandum of Agreement | 152,265 | 0 | 0 | 0 | 0 | 152,265 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---------------------------------------|--|-----------|-----------|-----------|-----------|-----------|-------------------|
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 2446451 | City of South Daytona Memorandum of Agreement | 23,820 | 23,820 | 23,820 | 23,820 | 23,820 | 119,100 |
| 2449121 | City of Holly Hill Memorandum of Agreement | 29,032 | 29,032 | 29,032 | 29,032 | 29,032 | 145,160 |
| 4033912 | City of DeBary Memorandum of Agreement | 97,233 | 0 | 0 | 0 | 0 | 97,233 |
| 4136155 | Lighting Agreements | 86,247 | 84,408 | 86,940 | 89,548 | 97,072 | 444,215 |
| 4136158 | Lighting Agreements | 1,127,799 | 1,179,041 | 1,214,422 | 1,250,845 | 1,269,355 | 6,041,462 |
| 4149791 | City of Flagler Beach Memorandum of Agreement | 0 | 0 | 161,172 | 0 | 0 | 161,172 |
| 4157491 | Orange City Memorandum of Agreement | 0 | 0 | 75,000 | 0 | 0 | 75,000 |
| 4165921 | New Smyrna Beach MOA | 102,780 | 0 | 0 | 0 | 0 | 102,780 |
| 4172601 | City of Oak Hill Memorandum of Agreement | 143,442 | 0 | 0 | 0 | 0 | 143,442 |
| 4173621 | City of DeLand Memorandum of Agreement | 85,854 | 0 | 0 | 0 | 0 | 85,854 |
| 4173641 | City of Palm Coast Memorandum of Agreement | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 475,000 |
| 4181051 | Flagler Roadways Primary In-House Maintenance | 168,565 | 168,565 | 168,565 | 168,565 | 168,565 | 842,825 |
| 4181131 | Volusia Primary In-House Maintenance | 3,009,686 | 3,009,686 | 3,009,686 | 3,009,686 | 3,009,686 | 15,048,430 |
| 4254552 | Sidewalk/Concrete Repairs; Performance Various | 129,000 | 129,000 | 129,000 | 129,000 | 129,000 | 645,000 |
| 4278331 | Pavement Markings | 1,300,000 | 0 | 0 | 0 | 0 | 1,300,000 |
| 4279861 | Drainage Maintenance and Repair | 4,988,000 | 0 | 0 | 0 | 0 | 4,988,000 |
| 4280031 | Volusia Performance Aesthetics | 528,000 | 528,000 | 550,000 | 550,000 | 550,000 | 2,706,000 |
| 4501311 | DELAND DISTRICT HEADQUARTERS OFFICE | 70,000 | 0 | 0 | 0 | 0 | 70,000 |
| 4501321 | DELAND DISTRICT HEADQUARTERS OFFICE | 0 | 0 | 0 | 0 | 20,000 | 20,000 |
| 4501361 | DELAND DISTRICT HEADQUARTERS OFFICE | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| 4501371 | DELAND DISTRICT HEADQUARTERS OFFICE | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| 4501381 | DELAND DISTRICT HEADQUARTER OFFICE APPLY | 0 | 0 | 100,000 | 0 | 0 | 100,000 |
| 4501391 | DELAND DISTRICT HEADQUARTER OFFICE TILE | 0 | 0 | 0 | 70,000 | 0 | 70,000 |
| 4501461 | KEPLER COMPLEX CONCRETE DRIVE | 0 | 0 | 0 | 0 | 60,000 | 60,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---|--|-------------------|------------------|------------------|------------------|------------------|-------------------|
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 4501501 | KEPLER COMPLEX REDO DUCT WORK BETWEEN | 0 | 0 | 12,000 | 0 | 0 | 12,000 |
| 4501551 | KEPLER COMPLEX STAIRS REPLACEMENT CREW | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| 4501561 | KEPLER COMPLEX UNINTERRUPTIBLE POWER | 0 | 0 | 10,000 | 0 | 0 | 10,000 |
| 4501571 | LEESBURB OPERATIONS CENTER EXHAUSE FANS | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| Total | | 12,970,173 | 5,743,271 | 6,161,356 | 5,789,215 | 5,775,249 | 36,439,264 |
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4197722 | I-95 INTERCHANGE AT SR 5 (US 1) | 0 | 0 | 0 | 0 | 3,300,000 | 3,300,000 |
| 4289471 | SR 40 Widening | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| 4319221 | SR 44 at Kepler Intersection Improvements | 300,000 | 206,253 | 0 | 0 | 0 | 506,253 |
| 4346041 | Votran Co of Volusia Express Routes Serving SunRail | 0 | 130,140 | 0 | 0 | 0 | 130,140 |
| 4370231 | Volusia - DeLand Muni Rehabilitate Runway 5-23 | 0 | 0 | 1,120,000 | 0 | 0 | 1,120,000 |
| 4370253 | Flagler-Flagler Co Terminal Building | 1,180,000 | 0 | 0 | 0 | 0 | 1,180,000 |
| 4379421 | US 92 (SR 600) from the Halifax River Bridge to SR | 9,774,514 | 1,043,000 | 172,870 | 0 | 0 | 10,990,384 |
| 4379422 | US 92 (SR 600) FROM THE HALIFAX RIVER BRIDGE | 0 | 0 | 1,327,444 | 0 | 0 | 1,327,444 |
| 4384051 | Daytona Bch Int'l Airport Runway 7R-25L Rehabilitation | 369,115 | 1,860,250 | 0 | 0 | 0 | 2,229,365 |
| 4384162 | DeLand Municipal - Sidney H Taylor Field Construction | 500,000 | 900,000 | 0 | 0 | 0 | 1,400,000 |
| 4384163 | DeLand Municipal - Sidney H Taylor Field Construction | 0 | 0 | 0 | 960,000 | 0 | 960,000 |
| 4384701 | Volusia - New Smyrna Construct Hangars | 640,000 | 0 | 0 | 0 | 0 | 640,000 |
| 4391241 | SR A1A RESURFACING | 0 | 3,451,681 | 0 | 0 | 0 | 3,451,681 |
| 4398652 | SJR2C LOOP TRAIL - PALMETTO AVE | 403,617 | 0 | 0 | 0 | 0 | 403,617 |
| 4407701 | Volusia - Deland Muni Taxiway | 700,000 | 0 | 0 | 0 | 0 | 700,000 |
| 4407741 | Flagler Co Airport Hangar | 0 | 1,200,000 | 0 | 1,500,000 | 0 | 2,700,000 |
| 4407841 | Volusia - Daytona Bch Int'l Runway Safety Area | 150,000 | 100,000 | 0 | 0 | 0 | 250,000 |
| 4424571 | Volusia-Block Grant Operating Assistance Sec 5307 | 335,351 | 314,889 | 312,661 | 309,349 | 326,602 | 1,598,852 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---|---|-----------|-----------|-----------|-----------|-----------|-----------|
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4424911 | Volusia - Ormond Beach Muni Business Park | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| 4424931 | Volusia - Daytona Bch Intl Airfield Improvements | 0 | 150,000 | 0 | 0 | 0 | 150,000 |
| 4424941 | Volusia - New Smyrna Bch Muni Airfield Improvements | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| 4428741 | SR A1A Resurfacing from N of SR 40 to N of Roberta | 0 | 8,061,182 | 0 | 0 | 0 | 8,061,182 |
| 4428841 | SR A1A Resurfacing from Broadway St to Milsap Rd | 718,307 | 0 | 0 | 0 | 0 | 718,307 |
| 4429061 | SR 400 from CR 4009 (Williamson Blvd) To East of | 3,473,569 | 0 | 0 | 0 | 0 | 3,473,569 |
| 4429071 | SR 415 Resurfacing from Acorn Lake Rd to SR 44 | 0 | 26,400 | 0 | 0 | 0 | 26,400 |
| 4434332 | SR 600 FROM N ALABAMA AVE TO EAST OF | 0 | 0 | 0 | 0 | 2,960,000 | 2,960,000 |
| 4448711 | Flagler - Flagler Co Pavement Extension | 0 | 0 | 1,200,000 | 0 | 0 | 1,200,000 |
| 4448791 | Volusia - Daytona Bch Intl Replace Centrifugal Chillers | 0 | 0 | 2,500,000 | 3,000,000 | 0 | 5,500,000 |
| 4448811 | Volusia - New Smyrna Hangar | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 |
| 4448821 | Volusia - Ormond Bch Replace AWOS | 140,000 | 0 | 0 | 0 | 0 | 140,000 |
| 4452081 | SR 600/US 92 Resurfacing from Educators Rd to | 3,933,789 | 0 | 0 | 0 | 0 | 3,933,789 |
| 4452161 | SR 5/US 1 RESURFACING | 0 | 6,053,290 | 0 | 0 | 0 | 6,053,290 |
| 4452162 | SR 5 FROM NORTH OF PALM COAST PKWY TO ST | 821,000 | 0 | 866,574 | 0 | 0 | 1,687,574 |
| 4452191 | SR 100 RESURFACING | 0 | 6,889,006 | 0 | 0 | 0 | 6,889,006 |
| 4453001 | SR 44 Resurfacing from North Hill Ave to EB I-4 | 4,049,079 | 0 | 0 | 0 | 0 | 4,049,079 |
| 4453011 | SR 15 / 600 (US 17/29) RESURFACING | 0 | 725,923 | 0 | 0 | 0 | 725,923 |
| 4457161 | US 17 from SR 15A/CR 15A to Ponce DeLeon Blvd | 0 | 1,365,584 | 0 | 0 | 0 | 1,365,584 |
| 4465441 | SR A1A @ WILLIAMS AVE SIGNAL | 959,196 | 0 | 0 | 0 | 0 | 959,196 |
| 4470821 | SR 11 FROM VOLUSIA COUNTY LINE TO SR 5 (US 1) | 179,725 | 0 | 0 | 0 | 0 | 179,725 |
| 4470891 | SR 5 FROM N OF REED CANAL TO S OF RIDGE | 621,000 | 0 | 1,763,621 | 0 | 0 | 2,384,621 |
| 4471051 | SR 40 Resurfacing | 0 | 227,740 | 0 | 0 | 0 | 227,740 |
| 4471171 | SR 5/US 1 NB over Turnbull Creek Bridge Replacement | 50,000 | 0 | 0 | 134,280 | 0 | 184,280 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---|--|-------------------|-------------------|-------------------|------------------|-------------------|--------------------|
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4471181 | SR 5/US 1 OVER PELLICER CREEK BRIDGE | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| 4473522 | VOLUSIA-DAYTONA BCH INT SECURITY SYSTEM | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 |
| 4476981 | SR 600 at the Intersection of Lockhart St | 0 | 218,545 | 19,000 | 0 | 0 | 237,545 |
| 4484561 | I-95 Interchange at LPGA Blvd | 0 | 0 | 0 | 0 | 7,000,000 | 7,000,000 |
| 4487951 | SR A1A RESURFACING FROM S 8TH ST TO N 18TH | 846,000 | 0 | 2,488,897 | 0 | 0 | 3,334,897 |
| 4487981 | SR-430 FROM CLYDE MORRIS BLVD TO E OF THE | 1,545,000 | 0 | 8,883,189 | 0 | 0 | 10,428,189 |
| 4492351 | SR 600 / US 17-92 AND ENTERPRISE RD | 750,338 | 0 | 0 | 0 | 0 | 750,338 |
| 4502101 | VOLUSIA-NEW SMYRNA BCH MUNI FUEL FARM | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| 4502501 | VOLUSIA-NEW SMYRNA BCH FUEL FARM | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| Total | | 35,009,600 | 33,923,883 | 20,654,256 | 5,903,629 | 13,586,602 | 109,077,970 |
| DI - ST. - S/W INTER/INTRASTATE HWY | | | | | | | |
| 2408371 | SR 40 from W of SR 11 to W of Cone Road | 0 | 0 | 333,720 | 0 | 103,042 | 436,762 |
| 4289471 | SR 40 Widening | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| Total | | 3,000,000 | 0 | 333,720 | 0 | 103,042 | 3,436,762 |
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 2408361 | SR 40 from SR 15/US 17 to SR 11 | 72,000 | 72,000 | 72,300 | 0 | 0 | 216,300 |
| 2408371 | SR 40 from W of SR 11 to W of Cone Road | 70,000 | 70,000 | 70,000 | 0 | 0 | 210,000 |
| 4102511 | SR 15 (US 17) Widening - DeLeon Springs to SR 40 | 66,000 | 0 | 0 | 0 | 0 | 66,000 |
| 4197722 | I-95 INTERCHANGE AT SR 5 (US 1) | 0 | 0 | 0 | 0 | 50,000 | 50,000 |
| 4289471 | SR 40 Widening | 120,000 | 0 | 40,000 | 40,000 | 40,000 | 240,000 |
| 4319221 | SR 44 at Kepler Intersection Improvements | 47,834 | 47,834 | 0 | 0 | 0 | 95,668 |
| 4362921 | I-95 Interchange at Pioneer Trail | 115,700 | 40,000 | 0 | 0 | 0 | 155,700 |
| 4379421 | US 92 (SR 600) from the Halifax River Bridge to SR | 164,253 | 0 | 0 | 0 | 0 | 164,253 |
| 4379422 | US 92 (SR 600) FROM THE HALIFAX RIVER BRIDGE | 0 | 0 | 10,860 | 0 | 0 | 10,860 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---|--|---------|---------|---------|---------|---------|----------------|
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 4391241 | SR A1A RESURFACING | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4398641 | St Johns River to Sea Loop Myrtle Av from 10th St to | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4398652 | SJR2C LOOP TRAIL - PALMETTO AVE | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4428741 | SR A1A Resurfacing from N of SR 40 to N of Roberta | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4428841 | SR A1A Resurfacing from Broadway St to Milsap Rd | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4429061 | SR 400 from CR 4009 (Williamson Blvd) To East of | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4429071 | SR 415 Resurfacing from Acorn Lake Rd to SR 44 | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4434332 | SR 600 FROM N ALABAMA AVE TO EAST OF | 0 | 0 | 0 | 0 | 707,763 | 707,763 |
| 4452081 | SR 600/US 92 Resurfacing from Educators Rd to | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4452161 | SR 5/US 1 RESURFACING | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4452162 | SR 5 FROM NORTH OF PALM COAST PKWY TO ST | 10,000 | 0 | 10,000 | 0 | 0 | 20,000 |
| 4452191 | SR 100 RESURFACING | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4453001 | SR 44 Resurfacing from North Hill Ave to EB I-4 | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4453011 | SR 15 / 600 (US 17/29) RESURFACING | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4456901 | SR A1A from N of Ocean Marina Dr to S of Westmayer | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4465441 | SR A1A @ WILLIAMS AVE SIGNAL | 79,078 | 0 | 0 | 0 | 0 | 79,078 |
| 4465581 | SR-472 AND MINNESOTA AVE INTERSECTION | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4468261 | I-95 (SR 9) @ MAYTOWN ROAD NEW | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| 4470821 | SR 11 FROM VOLUSIA COUNTY LINE TO SR 5 (US 1) | 51,350 | 0 | 0 | 0 | 0 | 51,350 |
| 4470891 | SR 5 FROM N OF REED CANAL TO S OF RIDGE | 10,000 | 0 | 10,860 | 0 | 0 | 20,860 |
| 4471051 | SR 40 Resurfacing | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4476981 | SR 600 at the Intersection of Lockhart St | 0 | 16,000 | 17,000 | 17,000 | 0 | 50,000 |
| 4484561 | I-95 Interchange at LPGA Blvd | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| 4487951 | SR A1A RESURFACING FROM S 8TH ST TO N 18TH | 10,000 | 0 | 10,000 | 0 | 0 | 20,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--|--|------------------|------------------|------------------|------------------|------------------|-------------------|
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 4487981 | SR-430 FROM CLYDE MORRIS BLVD TO E OF THE | 10,000 | 0 | 10,860 | 0 | 0 | 20,860 |
| 4489211 | SR-415 OVER DEEP CREEK, ALAMANA CANAL, AND | 2,054 | 0 | 0 | 0 | 0 | 2,054 |
| 4489221 | SR-46 OVER ST. JOHNS RIVER AND CABBAGE | 2,054 | 0 | 0 | 0 | 0 | 2,054 |
| 4492351 | SR 600 / US 17-92 AND ENTERPRISE RD | 25,000 | 0 | 0 | 0 | 0 | 25,000 |
| 4493591 | SR 44 / N CAUSEWAY REALIGNMENT BRIDGE | 2,054 | 0 | 0 | 0 | 0 | 2,054 |
| 4497761 | I-95 OVER BEAMER'S CANAL BRIDGE 790221, | 2,500 | 2,640 | 0 | 0 | 0 | 5,140 |
| 4498611 | SR 430 EASTBOUND 790175 & WESTBOUND 790174 | 2,500 | 2,640 | 0 | 0 | 0 | 5,140 |
| 4502261 | I-95/BREVARD CO LINE TO FLAGLER CO LINE | 2,000 | 2,112 | 0 | 0 | 0 | 4,112 |
| Total | | 986,267 | 337,706 | 251,880 | 107,000 | 797,763 | 2,480,616 |
| DPTO - STATE - PTO | | | | | | | |
| 4302851 | Volusia - Votran Increase Headways Routes 3, 4, 7, 11 | 807,124 | 831,338 | 856,277 | 874,159 | 0 | 3,368,898 |
| 4370231 | Volusia - DeLand Muni Rehabilitate Runway 5-23 | 0 | 220,000 | 0 | 0 | 0 | 220,000 |
| 4384051 | Daytona Bch Int'l Airport Runway 7R-25L Rehabilitation | 0 | 139,750 | 0 | 0 | 0 | 139,750 |
| 4384101 | Volusia - Daytona Bch Int'l Emergency Response | 0 | 0 | 0 | 100,000 | 0 | 100,000 |
| 4384141 | Daytona Bch Int'l Airport Runway 16-34 & Assoc | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| 4384901 | Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E" | 0 | 560,000 | 0 | 0 | 0 | 560,000 |
| 4407981 | River to Sea TPO Urban Area Planning Studies | 38,579 | 39,084 | 46,219 | 46,219 | 0 | 170,101 |
| 4424521 | Flagler-Block Grant Operating Assistance SEC 5307 | 277,253 | 285,571 | 294,138 | 302,962 | 312,051 | 1,471,975 |
| 4424571 | Volusia-Block Grant Operating Assistance Sec 5307 | 2,248,170 | 2,315,615 | 2,385,084 | 2,456,636 | 2,530,335 | 11,935,840 |
| 4424911 | Volusia - Ormond Beach Muni Business Park | 0 | 700,000 | 1,000,000 | 0 | 0 | 1,700,000 |
| 4448811 | Volusia - New Smyrna Hangar | 0 | 0 | 1,000,000 | 1,000,000 | 0 | 2,000,000 |
| Total | | 3,371,126 | 5,091,358 | 5,731,718 | 4,779,976 | 2,842,386 | 21,816,564 |
| DS - STATE PRIMARY HIGHWAYS & PTO | | | | | | | |
| 4371331 | SR 15/600/US 17-92 Drainage Improvements | 1,645,529 | 0 | 0 | 0 | 0 | 1,645,529 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--|---|-------------------|-------------------|------------------|----------------|----------------|-------------------|
| DS - STATE PRIMARY HIGHWAYS & PTO | | | | | | | |
| 4398622 | Titusville to Edgewater Trail from Roberts Rd to Dale | 0 | 0 | 50,000 | 0 | 0 | 50,000 |
| 4428841 | SR A1A Resurfacing from Broadway St to Milsap Rd | 9,244,112 | 0 | 0 | 0 | 0 | 9,244,112 |
| 4429071 | SR 415 Resurfacing from Acorn Lake Rd to SR 44 | 0 | 9,177,391 | 0 | 0 | 0 | 9,177,391 |
| 4452081 | SR 600/US 92 Resurfacing from Educators Rd to | 899,274 | 0 | 0 | 0 | 0 | 899,274 |
| 4452161 | SR 5/US 1 RESURFACING | 0 | 5,319,852 | 0 | 0 | 0 | 5,319,852 |
| 4452162 | SR 5 FROM NORTH OF PALM COAST PKWY TO ST | 0 | 0 | 9,396,360 | 0 | 0 | 9,396,360 |
| 4452191 | SR 100 RESURFACING | 0 | 3,221,775 | 0 | 0 | 0 | 3,221,775 |
| 4453001 | SR 44 Resurfacing from North Hill Ave to EB I-4 | 721,399 | 0 | 0 | 0 | 0 | 721,399 |
| 4453011 | SR 15 / 600 (US 17/29) RESURFACING | 0 | 7,225,893 | 0 | 0 | 0 | 7,225,893 |
| 4465581 | SR-472 AND MINNESOTA AVE INTERSECTION | 990,260 | 0 | 0 | 0 | 0 | 990,260 |
| 4471051 | SR 40 Resurfacing | 0 | 1,723,648 | 0 | 0 | 0 | 1,723,648 |
| 4476981 | SR 600 at the Intersection of Lockhart St | 0 | 20,000 | 0 | 0 | 0 | 20,000 |
| Total | | 13,500,574 | 26,688,559 | 9,446,360 | 0 | 0 | 49,635,493 |
| DU - STATE PRIMARY/FEDERAL REIMB | | | | | | | |
| 4353941 | Flagler County Public Transit FTA Sec. 5311 Operating | 0 | 73,483 | 75,688 | 77,958 | 80,307 | 307,436 |
| 4407981 | River to Sea TPO Urban Area Planning Studies | 308,625 | 312,669 | 369,749 | 369,749 | 0 | 1,360,792 |
| 4424621 | Volusia-Votran Section 5311 Rural Transportation | 0 | 349,760 | 360,252 | 371,060 | 382,239 | 1,463,311 |
| Total | | 308,625 | 735,912 | 805,689 | 818,767 | 462,546 | 3,131,539 |
| DWS - WEIGH STATIONS - STATE 100% | | | | | | | |
| 4419903 | FLAGLER MAINLINE WEIGH IN MOTION (WIM) | 4,065,557 | 0 | 0 | 0 | 0 | 4,065,557 |
| 4478651 | I-95 FLAGLER WEIGH STATION - INSPECTION BARN | 0 | 0 | 0 | 0 | 549,613 | 549,613 |
| Total | | 4,065,557 | 0 | 0 | 0 | 549,613 | 4,615,170 |
| FAA - FEDERAL AVIATION ADMIN | | | | | | | |
| 4384141 | Daytona Bch Int'l Airport Runway 16-34 & Assoc | 0 | 0 | 2,700,000 | 0 | 0 | 2,700,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--|--|------------------|-------------------|------------------|------------------|------------------|-------------------|
| FAA - FEDERAL AVIATION ADMIN | | | | | | | |
| 4384901 | Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E" | 0 | 6,300,000 | 0 | 0 | 0 | 6,300,000 |
| 4407841 | Volusia - Daytona Bch Int'l Runway Safety Area | 2,700,000 | 1,800,000 | 0 | 0 | 0 | 4,500,000 |
| 4424931 | Volusia - Daytona Bch Intl Airfield Improvements | 0 | 2,700,000 | 0 | 0 | 0 | 2,700,000 |
| 4424941 | Volusia - New Smyrna Bch Muni Airfield Improvements | 4,050,000 | 0 | 0 | 0 | 0 | 4,050,000 |
| Total | | 6,750,000 | 10,800,000 | 2,700,000 | 0 | 0 | 20,250,000 |
| FCO - Primary/Fixed Capital Outlay | | | | | | | |
| 4501291 | DELAND DISTRICT HEADQUARTERS OFFICE | 175,000 | 175,000 | 175,000 | 175,000 | 0 | 700,000 |
| 4501481 | KEPLER COMPLEX FIRE ALARM SYSTEM | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| 4501531 | KEPLER COMPLEX SECURITY - INTEGRATED | 30,000 | 0 | 0 | 0 | 0 | 30,000 |
| 4501541 | KEPLER COMPLEX SECURITY - RECEPTION DESK | 90,000 | 0 | 0 | 0 | 0 | 90,000 |
| Total | | 345,000 | 175,000 | 175,000 | 175,000 | 0 | 870,000 |
| FTA - FEDERAL TRANSIT ADMINISTRATION | | | | | | | |
| 4315331 | Volusia - Section 5307 Capital for Fixed Route | 8,741,816 | 9,004,070 | 9,274,192 | 9,274,192 | 9,274,192 | 45,568,462 |
| 4481721 | Volusia County Votran Section 5339 Large Urban | 650,331 | 0 | 0 | 0 | 0 | 650,331 |
| Total | | 9,392,147 | 9,004,070 | 9,274,192 | 9,274,192 | 9,274,192 | 46,218,793 |
| FTAT - FHWA TRANSFER TO FTA (NON-BUD) | | | | | | | |
| 4352491 | Volusia Votran Section 5307 Buses and Equipment (SU | 1,599,870 | 1,591,347 | 1,584,687 | 1,576,186 | 1,480,826 | 7,832,916 |
| Total | | 1,599,870 | 1,591,347 | 1,584,687 | 1,576,186 | 1,480,826 | 7,832,916 |
| GFSU - General Funds STPBG >200k [Urban] | | | | | | | |
| 4408521 | Tomoka Elementary Connector Sidewalk | 188,169 | 0 | 0 | 0 | 0 | 188,169 |
| 4497701 | DUNLAWTON AVENUE TURN LANES VARIOUS | 549,045 | 0 | 0 | 0 | 0 | 549,045 |
| 4498551 | WHITEVIEW PARKWAY FROM US 1 TO I-95 | 1,074,387 | 0 | 0 | 0 | 0 | 1,074,387 |
| Total | | 1,811,601 | 0 | 0 | 0 | 0 | 1,811,601 |
| GRSC - GROWTH MANAGEMENT FOR SCOP | | | | | | | |
| 4449961 | Rima Ridge Resurfacing Various Roadways | 0 | 0 | 0 | 0 | 1,733,659 | 1,733,659 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--|--|-----------|-----------|-----------|-----------|------------------|-------------------|
| GRSC - GROWTH MANAGEMENT FOR SCOP | | | | | | | |
| Total | | 0 | 0 | 0 | 0 | 1,733,659 | 1,733,659 |
| LF - LOCAL FUNDS | | | | | | | |
| 4315331 | Volusia - Section 5307 Capital for Fixed Route | 2,185,545 | 2,251,018 | 2,318,548 | 2,318,548 | 2,318,548 | 11,392,207 |
| 4352491 | Volusia Votran Section 5307 Buses and Equipment (SU | 399,968 | 397,837 | 396,172 | 394,047 | 370,207 | 1,958,231 |
| 4353941 | Flagler County Public Transit FTA Sec. 5311 Operating | 0 | 73,483 | 75,688 | 77,958 | 80,307 | 307,436 |
| 4362921 | I-95 Interchange at Pioneer Trail | 13,756 | 287,500 | 0 | 0 | 0 | 301,256 |
| 4370231 | Volusia - DeLand Muni Rehabilitate Runway 5-23 | 0 | 55,000 | 280,000 | 0 | 0 | 335,000 |
| 4370253 | Flagler-Flagler Co Terminal Building | 295,000 | 0 | 0 | 0 | 0 | 295,000 |
| 4379351 | Barracuda Blvd from Quay Assisi to the Middle Way | 7,250 | 0 | 0 | 0 | 0 | 7,250 |
| 4379421 | US 92 (SR 600) from the Halifax River Bridge to SR | 1,700,820 | 0 | 0 | 0 | 0 | 1,700,820 |
| 4384051 | Daytona Bch Int'l Airport Runway 7R-25L Rehabilitation | 369,115 | 2,000,000 | 0 | 0 | 0 | 2,369,115 |
| 4384101 | Volusia - Daytona Bch Int'l Emergency Response | 0 | 0 | 0 | 100,000 | 0 | 100,000 |
| 4384141 | Daytona Bch Int'l Airport Runway 16-34 & Assoc | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| 4384162 | DeLand Municipal - Sidney H Taylor Field Construction | 125,000 | 225,000 | 0 | 0 | 0 | 350,000 |
| 4384163 | DeLand Municipal - Sidney H Taylor Field Construction | 0 | 0 | 0 | 240,000 | 0 | 240,000 |
| 4384701 | Volusia - New Smyrna Construct Hangars | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| 4384901 | Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E" | 0 | 140,000 | 0 | 0 | 0 | 140,000 |
| 4389811 | Turnbull Bay Rd from Pioneer Trail to Sunset Drive | 692,665 | 0 | 0 | 0 | 0 | 692,665 |
| 4407701 | Volusia - Deland Muni Taxiway | 175,000 | 0 | 0 | 0 | 0 | 175,000 |
| 4407741 | Flagler Co Airport Hangar | 0 | 1,200,000 | 0 | 1,500,000 | 0 | 2,700,000 |
| 4407841 | Volusia - Daytona Bch Int'l Runway Safety Area | 150,000 | 100,000 | 0 | 0 | 0 | 250,000 |
| 4407981 | River to Sea TPO Urban Area Planning Studies | 38,579 | 39,084 | 46,219 | 46,219 | 0 | 170,101 |
| 4408521 | Tomoka Elementary Connector Sidewalk | 28,047 | 0 | 0 | 0 | 0 | 28,047 |
| 4408531 | Williamson Blvd/Hand Ave Pedestrian Improvements | 0 | 39,333 | 0 | 0 | 0 | 39,333 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------------------------|---|-----------|-----------|-----------|-----------|-----------|-------------------|
| LF - LOCAL FUNDS | | | | | | | |
| 4409061 | Navy Canal Trail from Museum Blvd West to Clyde | 0 | 0 | 0 | 599,624 | 0 | 599,624 |
| 4424521 | Flagler-Block Grant Operating Assistance SEC 5307 | 277,253 | 285,571 | 294,138 | 302,962 | 312,051 | 1,471,975 |
| 4424571 | Volusia-Block Grant Operating Assistance Sec 5307 | 2,248,170 | 2,315,615 | 2,385,084 | 2,456,636 | 2,530,335 | 11,935,840 |
| 4424621 | Volusia-Votran Section 5311 Rural Transportation | 0 | 349,760 | 360,252 | 371,060 | 382,239 | 1,463,311 |
| 4424911 | Volusia - Ormond Beach Muni Business Park | 400,000 | 700,000 | 1,000,000 | 0 | 0 | 2,100,000 |
| 4424931 | Volusia - Daytona Bch Intl Airfield Improvements | 0 | 150,000 | 0 | 0 | 0 | 150,000 |
| 4424941 | Volusia - New Smyrna Bch Muni Airfield Improvements | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| 4439791 | FORT SMITH BLVD PAVED SHOULDERS | 264,848 | 0 | 0 | 0 | 0 | 264,848 |
| 4440331 | PORT ORANGE SIDEWALK GAPS | 11,348 | 0 | 0 | 0 | 0 | 11,348 |
| 4440332 | PORT ORANGE SIDEWALK GAPS | 0 | 0 | 47,065 | 0 | 0 | 47,065 |
| 4448711 | Flagler - Flagler Co Pavement Extension | 0 | 0 | 300,000 | 0 | 0 | 300,000 |
| 4448791 | Volusia - Daytona Bch Intl Replace Centrifugal Chillers | 0 | 0 | 2,500,000 | 3,000,000 | 0 | 5,500,000 |
| 4448811 | Volusia - New Smyrna Hangar | 0 | 250,000 | 250,000 | 250,000 | 0 | 750,000 |
| 4448821 | Voluisa - Ormond Bch Replace AWOS | 35,000 | 0 | 0 | 0 | 0 | 35,000 |
| 4449961 | Rima Ridge Resurfacing Various Roadways | 0 | 0 | 0 | 0 | 136,067 | 136,067 |
| 4450281 | PROVIDENCE BLVD SHARED USE PATH | 0 | 0 | 0 | 962,079 | 0 | 962,079 |
| 4462851 | WILLOW RUN BOULEVARD FROM HARMS WAYTO | 11,900 | 0 | 0 | 0 | 0 | 11,900 |
| 4462852 | WILLOW RUN BOULEVARD FROM HARMS WAYTO | 0 | 0 | 53,824 | 0 | 0 | 53,824 |
| 4468261 | I-95 (SR 9) @ MAYTOWN ROAD NEW | 0 | 2,500,000 | 0 | 0 | 0 | 2,500,000 |
| 4470191 | REED CANAL ROAD SIDEWALK | 0 | 40,737 | 0 | 226,176 | 0 | 266,913 |
| 4473522 | VOLUSIA-DAYTONA BCH INT SECURITY SYSTEM | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 |
| 4475171 | ST JOHNS RIVER TO SEA LOOP WAYFINDING | 13,859 | 0 | 0 | 0 | 0 | 13,859 |
| 4477121 | Pioneer Trail/Tomoka Farms Road Roundabout | 0 | 265,000 | 0 | 0 | 0 | 265,000 |
| 4481721 | Volusia County Votran Section 5339 Large Urban | 162,582 | 0 | 0 | 0 | 0 | 162,582 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---|--|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|
| LF - LOCAL FUNDS | | | | | | | |
| 4487721 | WILLIAMSON BLVD/WILLOW RUN BLVD | 19,718 | 0 | 0 | 0 | 0 | 19,718 |
| 4487722 | WILLIAMSON BLVD/WILLOW RUN BLVD FROM S OF | 0 | 0 | 66,952 | 0 | 0 | 66,952 |
| 4494691 | LPGA BOULEVARD & JIMMY ANN DRIVE | 55,000 | 0 | 16,521 | 0 | 0 | 71,521 |
| 4494751 | WILLIAMSON BLVD FROM AIRPORT RD TO TAYLOR | 24,000 | 0 | 55,000 | 0 | 0 | 79,000 |
| 4497701 | DUNLAWTON AVENUE TURN LANES VARIOUS | 61,005 | 0 | 29,094 | 0 | 1,273,305 | 1,363,404 |
| 4498551 | WHITEVIEW PARKWAY FROM US 1 TO I-95 | 3,043,353 | 0 | 0 | 0 | 0 | 3,043,353 |
| 4502101 | VOLUSIA-NEW SMYRNA BCH MUNI FUEL FARM | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| 4502471 | PONCE INLET MOBILITY-S PENINSULA DRIVE | 0 | 0 | 0 | 15,734 | 0 | 15,734 |
| 4502501 | VOLUSIA-NEW SMYRNA BCH FUEL FARM | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| Total | | 14,598,781 | 13,664,938 | 10,624,557 | 12,861,043 | 7,403,059 | 59,152,378 |
| PFS - Proportionate Fair Share Funding | | | | | | | |
| VC-2020-01 | Williamson Boulevard Widening | 289,000 | 0 | 0 | 0 | 0 | 289,000 |
| Total | | 289,000 | 0 | 0 | 0 | 0 | 289,000 |
| PL - METRO PLAN (85% FA; 15% OTHER) | | | | | | | |
| 4393334 | River to Sea TPO Urban Area FY 2022/2023-2023/2024 | 1,381,123 | 1,236,745 | 0 | 0 | 0 | 2,617,868 |
| 4393335 | RIVER TO SEA TPO URBAN AREA FY | 0 | 0 | 1,254,724 | 1,273,062 | 0 | 2,527,786 |
| 4393336 | RIVER TO SEA TPO URBAN AREA FY | 0 | 0 | 0 | 0 | 1,273,062 | 1,273,062 |
| Total | | 1,381,123 | 1,236,745 | 1,254,724 | 1,273,062 | 1,273,062 | 6,418,716 |
| RHH - RAIL HIGHWAY X-INGS - HAZARD | | | | | | | |
| 4494181 | ELM AVE FEC CROSSING # 271910T | 399,390 | 0 | 0 | 0 | 0 | 399,390 |
| Total | | 399,390 | 0 | 0 | 0 | 0 | 399,390 |
| SA - STP, ANY AREA | | | | | | | |
| 4410771 | Volusia Pines Elementary & Ivy Hawn Charter School | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| 4498551 | WHITEVIEW PARKWAY FROM US 1 TO I-95 | 40,888 | 0 | 0 | 0 | 0 | 40,888 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--|--|----------------|----------------|----------------|-----------|------------------|------------------|
| SA - STP, ANY AREA | | | | | | | |
| Total | | 45,888 | 0 | 0 | 0 | 0 | 45,888 |
| SCED - 2012 SB1998-SMALL CO OUTREACH | | | | | | | |
| 4449961 | Rima Ridge Resurfacing Various Roadways | 0 | 0 | 0 | 0 | 487,805 | 487,805 |
| Total | | 0 | 0 | 0 | 0 | 487,805 | 487,805 |
| SCOP - SMALL COUNTY OUTREACH PROGRAM | | | | | | | |
| 4449961 | Rima Ridge Resurfacing Various Roadways | 0 | 0 | 0 | 0 | 479,024 | 479,024 |
| Total | | 0 | 0 | 0 | 0 | 479,024 | 479,024 |
| SCRA - SMALL COUNTY RESURFACING | | | | | | | |
| 4449961 | Rima Ridge Resurfacing Various Roadways | 0 | 0 | 0 | 0 | 1,515,152 | 1,515,152 |
| 4469261 | WESTMAYER PLACE | 0 | 50,000 | 0 | 0 | 0 | 50,000 |
| 4469301 | JUNGLE HUT ROAD | 0 | 0 | 120,000 | 0 | 0 | 120,000 |
| 4469381 | SEASCAPE DRIVE ROAD RECONSTRUCTION | 0 | 0 | 400,000 | 0 | 0 | 400,000 |
| Total | | 0 | 50,000 | 520,000 | 0 | 1,515,152 | 2,085,152 |
| SCWR - 2015 SB2514A-SMALL CO OUTREACH | | | | | | | |
| 4449961 | Rima Ridge Resurfacing Various Roadways | 0 | 0 | 0 | 0 | 568,293 | 568,293 |
| Total | | 0 | 0 | 0 | 0 | 568,293 | 568,293 |
| SL - STP, AREAS <= 200K | | | | | | | |
| 4452191 | SR 100 RESURFACING | 0 | 890,828 | 0 | 0 | 0 | 890,828 |
| Total | | 0 | 890,828 | 0 | 0 | 0 | 890,828 |
| SR2T - SAFE ROUTES - TRANSFER | | | | | | | |
| 4410771 | Volusia Pines Elementary & Ivy Hawn Charter School | 631,450 | 0 | 0 | 0 | 0 | 631,450 |
| 4433941 | CAMPBELL MIDDLE SCHOOL & TURIE T. SMALL | 0 | 952,143 | 0 | 0 | 0 | 952,143 |
| Total | | 631,450 | 952,143 | 0 | 0 | 0 | 1,583,593 |
| STED - 2012 SB1998-STRATEGIC ECON COR | | | | | | | |
| 4289471 | SR 40 Widening | 0 | 0 | 1,250,000 | 1,202,025 | 1,100,000 | 3,552,025 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--|---|-----------|-----------|------------------|------------------|------------------|------------------|
| STED - 2012 SB1998-STRATEGIC ECON COR | | | | | | | |
| Total | | 0 | 0 | 1,250,000 | 1,202,025 | 1,100,000 | 3,552,025 |
| SU - STP, URBAN AREAS > 200K | | | | | | | |
| 4046181 | River to Sea TPO Bike/Pedestrian SU/TALU Set-Aside | 0 | 0 | 227,184 | 0 | 0 | 227,184 |
| 4046182 | RIVER TO SEA TPO BICYCLE/PEDESTRIAN | 105,385 | 136,293 | 0 | 0 | 0 | 241,678 |
| 4204331 | River to Sea TPO Traffic Ops Set-aside Reserve | 0 | 0 | 352,541 | 384,068 | 0 | 736,609 |
| 4352491 | Volusia Votran Section 5307 Buses and Equipment (SU | 1,599,870 | 1,591,347 | 1,584,687 | 1,576,186 | 1,480,826 | 7,832,916 |
| 4389811 | Turnbull Bay Rd from Pioneer Trail to Sunset Drive | 1,710,530 | 0 | 0 | 0 | 0 | 1,710,530 |
| 4389821 | US 1/SR 5 from 6th Street to Flomich Street | 57,150 | 0 | 0 | 0 | 0 | 57,150 |
| 4393334 | River to Sea TPO Urban Area FY 2022/2023-2023/2024 | 200,000 | 200,000 | 0 | 0 | 0 | 400,000 |
| 4393335 | RIVER TO SEA TPO URBAN AREA FY | 0 | 0 | 200,000 | 200,000 | 0 | 400,000 |
| 4408522 | TOMOKA ELEMENTARY CONNECTOR SIDEWALK | 66,415 | 0 | 0 | 0 | 0 | 66,415 |
| 4408531 | Williamson Blvd/Hand Ave Pedestrian Improvements | 0 | 3,031 | 0 | 0 | 0 | 3,031 |
| 4409061 | Navy Canal Trail from Museum Blvd West to Clyde | 0 | 0 | 0 | 227,973 | 0 | 227,973 |
| 4439791 | FORT SMITH BLVD PAVED SHOULDERS | 676,109 | 0 | 0 | 0 | 0 | 676,109 |
| 4439792 | FORT SMITH BLVD FROM ELKCAM BLVD TO | 158,143 | 0 | 0 | 0 | 0 | 158,143 |
| 4440332 | PORT ORANGE SIDEWALK GAPS | 0 | 0 | 371,265 | 0 | 0 | 371,265 |
| 4450281 | PROVIDENCE BLVD SHARED USE PATH | 0 | 0 | 0 | 2,196,385 | 0 | 2,196,385 |
| 4462851 | WILLOW RUN BOULEVARD FROM HARMS WAYTO | 108,100 | 0 | 0 | 0 | 0 | 108,100 |
| 4462852 | WILLOW RUN BOULEVARD FROM HARMS WAYTO | 0 | 0 | 489,137 | 0 | 0 | 489,137 |
| 4470191 | REED CANAL ROAD SIDEWALK | 0 | 371,640 | 0 | 1,858,625 | 0 | 2,230,265 |
| 4477121 | Pioneer Trail/Tomoka Farms Road Roundabout | 0 | 2,375,418 | 0 | 0 | 0 | 2,375,418 |
| 4487722 | WILLIAMSON BLVD/WILLOW RUN BLVD FROM S OF | 0 | 0 | 608,390 | 0 | 0 | 608,390 |
| 4487861 | US-1 FROM AIRPORT BLVD TO BROADWAY AVE | 0 | 434,400 | 0 | 0 | 0 | 434,400 |
| 4494691 | LPGA BOULEVARD & JIMMY ANN DRIVE | 0 | 0 | 649,284 | 0 | 0 | 649,284 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---|--|------------------|------------------|------------------|------------------|------------------|-------------------|
| SU - STP, URBAN AREAS > 200K | | | | | | | |
| 4494751 | WILLIAMSON BLVD FROM AIRPORT RD TO TAYLOR | 0 | 0 | 386,525 | 0 | 0 | 386,525 |
| 4497701 | DUNLAWTON AVENUE TURN LANES VARIOUS | 0 | 0 | 261,846 | 0 | 3,455,262 | 3,717,108 |
| 4498551 | WHITEVIEW PARKWAY FROM US 1 TO I-95 | 504,877 | 0 | 0 | 0 | 0 | 504,877 |
| 4502471 | PONCE INLET MOBILITY-S PENINSULA DRIVE | 0 | 0 | 0 | 808,010 | 0 | 808,010 |
| Total | | 5,186,579 | 5,112,129 | 5,130,859 | 7,251,247 | 4,936,088 | 27,616,902 |
| TALN - TRANSPORTATION ALTS- < 5K | | | | | | | |
| 4386361 | OLD KINGS ROAD SOUTH MULTI-USE TRAIL FRM | 0 | 0 | 25,885 | 0 | 0 | 25,885 |
| 4502651 | SR 5 (US 1) TRAILHEAD FOR LEHIGH RAIL TRAIL | 0 | 0 | 220,000 | 0 | 236,551 | 456,551 |
| 4502661 | PEDESTRIAN / MULTI-USE BRIDGE OVER US1 | 0 | 10,473 | 0 | 0 | 0 | 10,473 |
| Total | | 0 | 10,473 | 245,885 | 0 | 236,551 | 492,909 |
| TALT - TRANSPORTATION ALTS- ANY AREA | | | | | | | |
| 4386361 | OLD KINGS ROAD SOUTH MULTI-USE TRAIL FRM | 0 | 0 | 254,115 | 0 | 2,527,650 | 2,781,765 |
| 4502651 | SR 5 (US 1) TRAILHEAD FOR LEHIGH RAIL TRAIL | 0 | 0 | 0 | 0 | 767,529 | 767,529 |
| 4502661 | PEDESTRIAN / MULTI-USE BRIDGE OVER US1 | 0 | 1,500,000 | 0 | 0 | 0 | 1,500,000 |
| Total | | 0 | 1,500,000 | 254,115 | 0 | 3,295,179 | 5,049,294 |
| TALU - TRANSPORTATION ALTS- >200K | | | | | | | |
| 4046181 | River to Sea TPO Bike/Pedestrian SU/TALU Set-Aside | 0 | 0 | 0 | 540 | 403,888 | 404,428 |
| 4046182 | RIVER TO SEA TPO BICYCLE/PEDESTRIAN | 381 | 0 | 0 | 0 | 0 | 381 |
| 4408531 | Williamson Blvd/Hand Ave Pedestrian Improvements | 0 | 355,961 | 0 | 0 | 0 | 355,961 |
| 4440331 | PORT ORANGE SIDEWALK GAPS | 107,130 | 0 | 0 | 0 | 0 | 107,130 |
| 4440332 | PORT ORANGE SIDEWALK GAPS | 0 | 0 | 56,356 | 0 | 0 | 56,356 |
| 4450281 | PROVIDENCE BLVD SHARED USE PATH | 0 | 0 | 0 | 419,481 | 0 | 419,481 |
| 4470191 | REED CANAL ROAD SIDEWALK | 0 | 0 | 0 | 413,066 | 0 | 413,066 |
| 4475171 | ST JOHNS RIVER TO SEA LOOP WAYFINDING | 129,731 | 0 | 363,469 | 0 | 0 | 493,200 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|---|--|------------------|------------------|----------------|------------------|----------------|-------------------|
| TALU - TRANSPORTATION ALTS- >200K | | | | | | | |
| 4477121 | Pioneer Trail/Tomoka Farms Road Roundabout | 0 | 62,331 | 0 | 0 | 0 | 62,331 |
| 4487721 | WILLIAMSON BLVD/WILLOW RUN BLVD | 182,466 | 0 | 0 | 0 | 0 | 182,466 |
| Total | | 419,708 | 418,292 | 419,825 | 833,087 | 403,888 | 2,494,800 |
| TLWR - 2015 SB2514A-TRAIL NETWORK (100% STATE) | | | | | | | |
| 4390396 | Spr To Spr Trail Phase 3C W Highbanks Rd to DeBary | 0 | 1,173,000 | 0 | 0 | 0 | 1,173,000 |
| 4398622 | Titusville to Edgewater Trail from Roberts Rd to Dale | 0 | 0 | 0 | 5,889,944 | 0 | 5,889,944 |
| 4398641 | St Johns River to Sea Loop Myrtle Av from 10th St to | 0 | 1,947,914 | 0 | 0 | 0 | 1,947,914 |
| 4398652 | SJR2C LOOP TRAIL - PALMETTO AVE | 1,589,408 | 0 | 0 | 0 | 0 | 1,589,408 |
| 4398653 | SJR2C Loop Trail (Spruce Creek Rd) from S of Selin Cir | 421,600 | 0 | 0 | 0 | 0 | 421,600 |
| 4479631 | EAST COAST GREENWAY FROM SR 44 / LYTLE AVE | 750,000 | 0 | 0 | 0 | 0 | 750,000 |
| Total | | 2,761,008 | 3,120,914 | 0 | 5,889,944 | 0 | 11,771,866 |

5-Year Summary of Funding Source

Districtwide

| Funding Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|----------------|-------------|------------|---------|---------|-----------|-------------|
| Federal | 52,781,622 | 0 | 0 | 0 | 0 | 52,781,622 |
| Local | 12,813,160 | 0 | 0 | 0 | 0 | 12,813,160 |
| State | 98,582,818 | 34,241,112 | 800,000 | 750,000 | 9,901,320 | 144,275,250 |
| Total | 164,177,600 | 34,241,112 | 800,000 | 750,000 | 9,901,320 | 209,870,032 |

5-Year Summary of Funding Source

Flagler

| Funding Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Federal | 16,112,581 | 2,474,784 | 575,688 | 9,127,647 | 3,612,037 | 31,902,737 |
| Local | 3,615,606 | 1,559,054 | 669,826 | 1,880,920 | 528,425 | 8,253,831 |
| State | 7,907,671 | 26,907,532 | 15,354,350 | 2,212,779 | 6,062,938 | 58,445,270 |
| Total | 27,635,858 | 30,941,370 | 16,599,864 | 13,221,346 | 10,203,400 | 98,601,838 |

5-Year Summary of Funding Source

Volusia

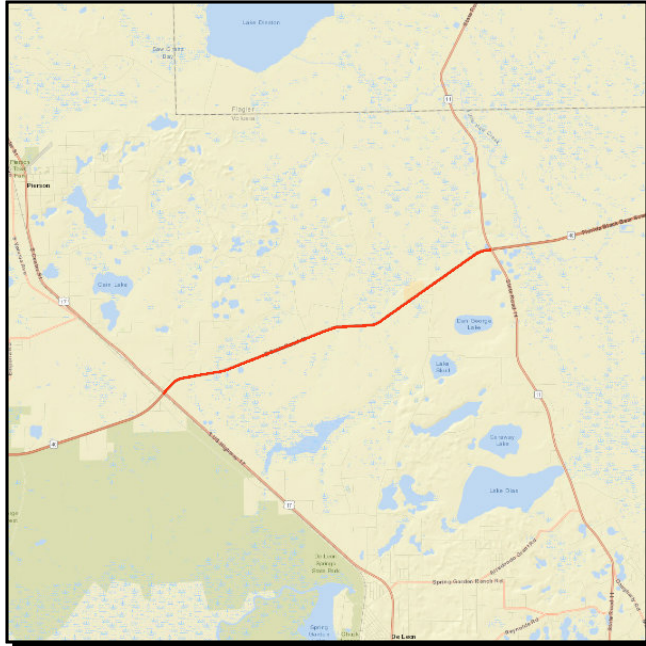
| Funding Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-----------------------|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Federal | 113,760,590 | 33,146,464 | 23,797,666 | 25,613,109 | 21,559,478 | 217,877,307 |
| Local | 10,983,175 | 12,105,884 | 9,954,731 | 10,980,123 | 6,874,634 | 50,898,547 |
| State | 76,214,594 | 53,255,946 | 29,169,940 | 23,301,985 | 23,475,650 | 205,418,115 |
| State 100% | 1,217,925 | 0 | 0 | 0 | 0 | 1,217,925 |
| Total | 202,176,284 | 98,508,294 | 62,922,337 | 59,895,217 | 51,909,762 | 475,411,894 |

Section II - Roadway Capacity Projects

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|------------------|------------------|----------------|----------------|------------------|
| ROW | BNIR | 1,477,000 | 1,220,834 | 0 | 550,000 | 0 | 3,247,834 |
| ROW | DIH | 72,000 | 72,000 | 72,300 | 0 | 0 | 216,300 |
| ROW | ACNP | 0 | 0 | 1,075,000 | 0 | 189,183 | 1,264,183 |
| Total | | 1,549,000 | 1,292,834 | 1,147,300 | 550,000 | 189,183 | 4,728,317 |

Prior Cost < 2022/23: 5,700,127

Future Cost > 2026/27: 0

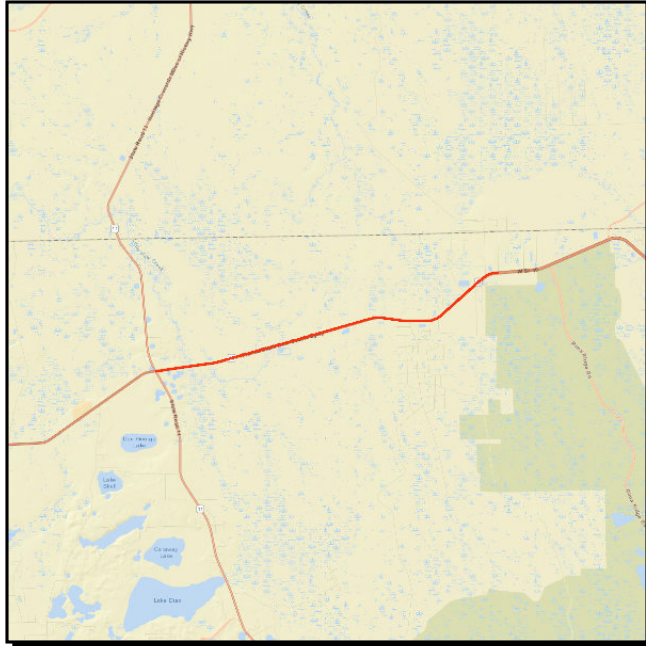
Total Project Cost: 10,428,444

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 \$54,731,640. PE was completed in 2014, ENV was completed in 2017. The construction cost is estimated to be approximately \$42,251,728, and Right of Way cost is \$4,225,912 programmed in FY 2022/23. 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------------|----------------|----------------|----------------|------------------|
| ROW | BNIR | 1,170,000 | 700,000 | 0 | 220,000 | 0 | 2,090,000 |
| ROW | DIH | 70,000 | 70,000 | 70,000 | 0 | 0 | 210,000 |
| ROW | DI | 0 | 0 | 333,720 | 0 | 103,042 | 436,762 |
| Total | | 1,240,000 | 770,000 | 403,720 | 220,000 | 103,042 | 2,736,762 |

Prior Cost < 2022/23: 6,679,682

Future Cost > 2026/27: 0

Total Project Cost: 9,416,444

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 \$58,148,130. PE/ENV was completed in 2016. The construction cost is estimated to be approximately \$49,097,065, and Right of Way cost is \$2,491,065 programmed in FY 2022/23. 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| PE | DIH | 66,000 | 0 | 0 | 0 | 0 | 66,000 |
| Total | | 66,000 | 0 | 0 | 0 | 0 | 66,000 |

Prior Cost < 2022/23: 23,831,540

Future Cost > 2026/27: 3,000,000

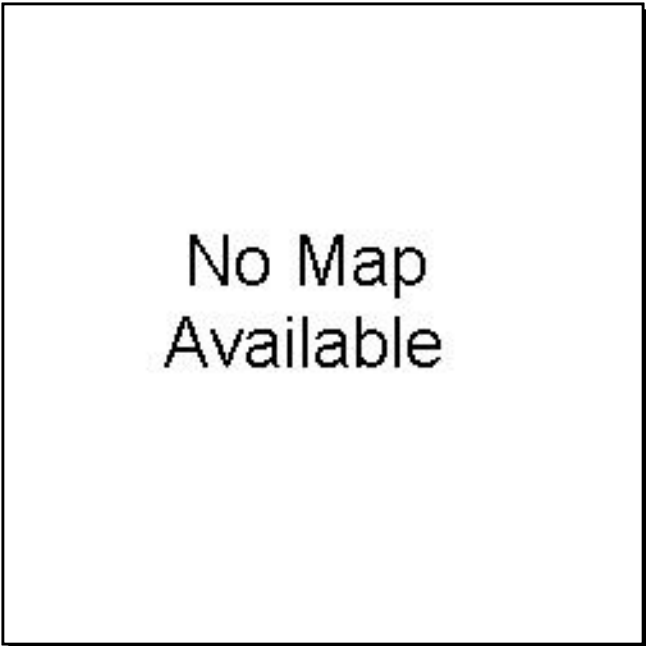
Total Project Cost: 26,897,540

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. The total project cost is estimated to be approximately \$83,987,940. Approximately \$11,555,434 has been expended to date for PD&E study, environmental and engineering design. Project Length: 6.85 miles. 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)

4102513

SR15(US17) FROM SOUTH OF SPRING ST TO LAKE WINONA RD

SIS



Work Summary:

ADD LANES &
RECONSTRUCT

From:

South of Spring Street

To:

Lake Winona Road

Lead Agency:

Managed by FDOT

Length:

1.55

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|------------|---------|---------|---------|---------|------------|
| ENV | ART | 6,500 | 0 | 0 | 0 | 0 | 6,500 |
| RRU | ART | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| CST | ART | 161,425 | 0 | 0 | 0 | 0 | 161,425 |
| CST | ACNP | 32,289,103 | 0 | 0 | 0 | 0 | 32,289,103 |
| Total | | 32,607,028 | 0 | 0 | 0 | 0 | 32,607,028 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

32,607,028

Project Description:

US 17 widening from 2 to 4 lanes from South of Spring Street to Lake Winona Road (Segment 1). (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



Work Summary:

INTERCHANGE
IMPROVEMENT

From:

To:

Lead Agency:

Managed by FDOT

Length:

1.000

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|-----------|-----------|
| ROW | DIH | 0 | 0 | 0 | 0 | 50,000 | 50,000 |
| ROW | DDR | 0 | 0 | 0 | 0 | 3,300,000 | 3,300,000 |
| Total | | 0 | 0 | 0 | 0 | 3,350,000 | 3,350,000 |

Prior Cost < 2022/23:

6,269,534

Future Cost > 2026/27:

0

Total Project Cost:

9,619,534

Project Description:

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|------------------|------------------|------------------|------------------|
| PE | DIH | 120,000 | 0 | 0 | 0 | 0 | 120,000 |
| PE | ART | 900,000 | 0 | 0 | 0 | 0 | 900,000 |
| ENV | DDR | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| PE | DI | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| ROW | DIH | 0 | 0 | 40,000 | 40,000 | 40,000 | 120,000 |
| ROW | STED | 0 | 0 | 1,250,000 | 1,202,025 | 1,100,000 | 3,552,025 |
| ROW | BNIR | 0 | 0 | 0 | 897,975 | 0 | 897,975 |
| Total | | 4,120,000 | 0 | 1,290,000 | 2,140,000 | 1,140,000 | 8,690,000 |

Prior Cost < 2022/23: 591,917

Future Cost > 2026/27: 893,697

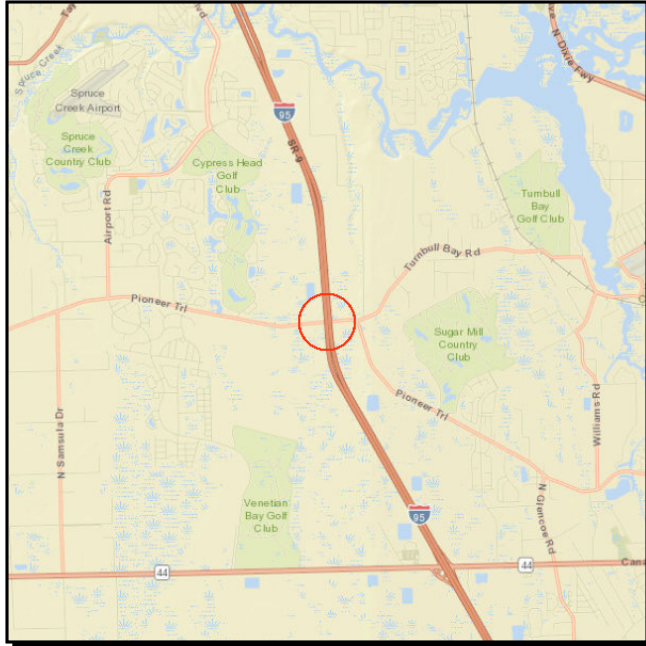
Total Project Cost: 10,175,614

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 \$33,900,000. The construction cost is estimated to be approximately \$22,990,000, and Right of Way cost is \$7,430,000, ENV Cost is \$130,000. PE cost is \$2,750,000, programmed in FY 2022/23. 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|-------------------|----------------|---------------|----------|----------|-------------------|
| DSB | DIH | 102,700 | 0 | 0 | 0 | 0 | 102,700 |
| ROW | ACFP | 132,000 | 500,000 | 98,000 | 0 | 0 | 730,000 |
| ROW | DIH | 13,000 | 40,000 | 0 | 0 | 0 | 53,000 |
| DSB | ARPA | 54,636,400 | 0 | 0 | 0 | 0 | 54,636,400 |
| RRU | ACNP | 750,000 | 0 | 0 | 0 | 0 | 750,000 |
| DSB | LF | 13,756 | 0 | 0 | 0 | 0 | 13,756 |
| RRU | LF | 0 | 287,500 | 0 | 0 | 0 | 287,500 |
| Total | | 55,647,856 | 827,500 | 98,000 | 0 | 0 | 56,573,356 |

Prior Cost < 2022/23: 34,046,878

Future Cost > 2026/27: 0

Total Project Cost: 90,620,234

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| PDE | DIH | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| PDE | LF | 0 | 2,500,000 | 0 | 0 | 0 | 2,500,000 |
| Total | | 50,000 | 2,500,000 | 0 | 0 | 0 | 2,550,000 |

Prior Cost < 2022/23: 82
Future Cost > 2026/27: 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)

Section III - Major Bridge Projects

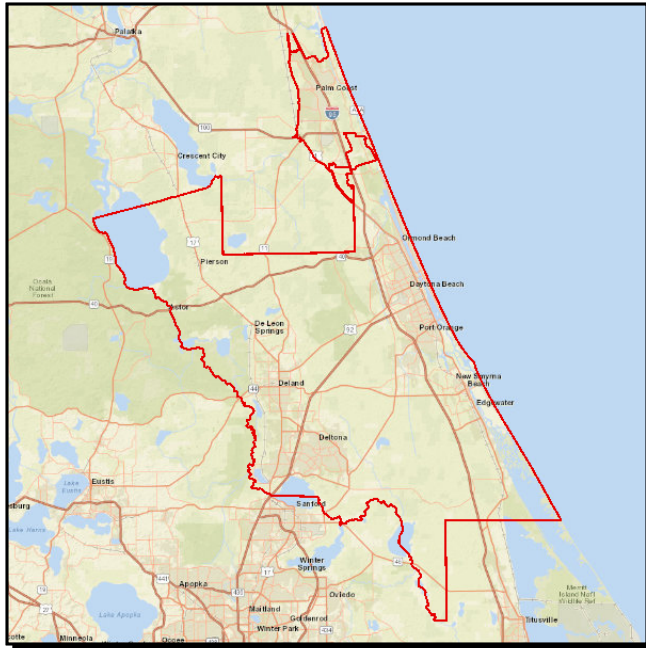
No Projects Contained in this Section

Section IV - Traffic Operations, ITS & Safety Projects

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|----------------|----------------|----------|----------------|
| CST | SU | 0 | 0 | 352,541 | 384,068 | 0 | 736,609 |
| Total | | 0 | 0 | 352,541 | 384,068 | 0 | 736,609 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 736,609

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)

4319221

SR 44 at Kepler Intersection Improvements

Non-SIS



Work Summary: ROUNABOUT **From:** SR 44 at Kepler Road Intersection

To:

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------|----------|----------|----------------|
| ROW | DIH | 47,834 | 47,834 | 0 | 0 | 0 | 95,668 |
| ROW | DDR | 300,000 | 206,253 | 0 | 0 | 0 | 506,253 |
| Total | | 347,834 | 254,087 | 0 | 0 | 0 | 601,921 |

Prior Cost < 2022/23: 7,679,085

Future Cost > 2026/27: 0

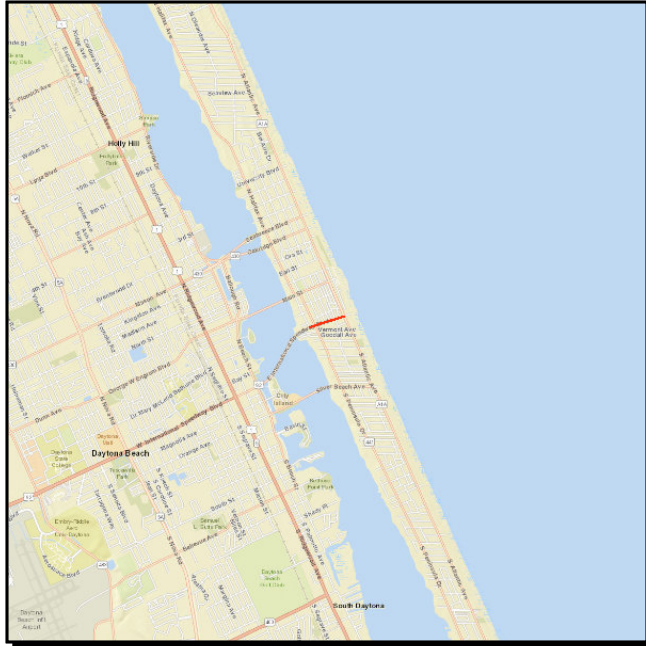
Total Project Cost: 8,281,006

Project Description: Install a roundabout on SR 44 at Kepler road intersection. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|-------------------|------------------|----------------|----------|----------|-------------------|
| RRU | LF | 1,669,643 | 0 | 0 | 0 | 0 | 1,669,643 |
| CST | LF | 31,177 | 0 | 0 | 0 | 0 | 31,177 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| ROW | DIH | 153,983 | 0 | 0 | 0 | 0 | 153,983 |
| ROW | DDR | 2,600,000 | 1,043,000 | 124,000 | 0 | 0 | 3,767,000 |
| CST | DDR | 7,174,514 | 0 | 48,870 | 0 | 0 | 7,223,384 |
| Total | | 11,639,587 | 1,043,000 | 172,870 | 0 | 0 | 12,855,457 |

Prior Cost < 2022/23: 12,143,872

Future Cost > 2026/27: 0

Total Project Cost: 24,999,329

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | LF | 692,665 | 0 | 0 | 0 | 0 | 692,665 |
| CST | SU | 1,710,530 | 0 | 0 | 0 | 0 | 1,710,530 |
| Total | | 2,403,195 | 0 | 0 | 0 | 0 | 2,403,195 |

Prior Cost < 2022/23: 289,000

Future Cost > 2026/27: 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| ROW | SU | 57,150 | 0 | 0 | 0 | 0 | 57,150 |
| Total | | 57,150 | 0 | 0 | 0 | 0 | 57,150 |

Prior Cost < 2022/23: 4,575,122

Future Cost > 2026/27: 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)

4439791

FORT SMITH BLVD PAVED SHOULDERS

Non-SIS

No Map Available

| | | | | |
|---------------|--|----------------------------|---------|-----------------|
| Work Summary: | | PAVE SHOULDERS | From: | Elkcam Blvd |
| | | | To: | Providence Blvd |
| Lead Agency: | | MANAGED BY CITY OF DELTONA | Length: | .993 |

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | LF | 264,848 | 0 | 0 | 0 | 0 | 264,848 |
| CST | SU | 676,109 | 0 | 0 | 0 | 0 | 676,109 |
| Total | | 940,957 | 0 | 0 | 0 | 0 | 940,957 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 940,957
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4439792

FORT SMITH BLVD FROM ELKCAM BLVD TO PROVIDENCE BLVD

Non-SIS



Work Summary:PAVE SHOULDERS

From:

To:

Lead Agency:Managed by FDOT

0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | SU | 158,143 | 0 | 0 | 0 | 0 | 158,143 |
| Total | | 158,143 | 0 | 0 | 0 | 0 | 158,143 |

Prior Cost < 2022/23:0

Future Cost > 2026/27:0

Total Project Cost:158,143

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | ACSS | 0 | 2,869,309 | 0 | 0 | 0 | 2,869,309 |
| CST | DDR | 0 | 1,365,584 | 0 | 0 | 0 | 1,365,584 |
| Total | | 0 | 4,234,893 | 0 | 0 | 0 | 4,234,893 |

Prior Cost < 2022/23:

820,520

Future Cost > 2026/27:

0

Total Project Cost:

5,055,413

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | DIH | 79,078 | 0 | 0 | 0 | 0 | 79,078 |
| CST | DDR | 959,196 | 0 | 0 | 0 | 0 | 959,196 |
| Total | | 1,038,274 | 0 | 0 | 0 | 0 | 1,038,274 |

Prior Cost < 2022/23: 242,081

Future Cost > 2026/27: 0

Total Project Cost: 1,280,355

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | DS | 990,260 | 0 | 0 | 0 | 0 | 990,260 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| Total | | 1,000,530 | 0 | 0 | 0 | 0 | 1,000,530 |

Prior Cost < 2022/23: 231,508
Future Cost > 2026/27: 0
Total Project Cost: 1,232,038
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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|------------------|----------|------------------|
| ENV | DDR | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| CST | DDR | 0 | 0 | 0 | 134,280 | 0 | 134,280 |
| CST | ACBR | 0 | 0 | 0 | 3,970,411 | 0 | 3,970,411 |
| Total | | 50,000 | 0 | 0 | 4,104,691 | 0 | 4,154,691 |

Prior Cost < 2022/23: 1,047,985

Future Cost > 2026/27: 0

Total Project Cost: 5,202,676

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, Pages 6-10)

4477121

Pioneer Trail/Tomoka Farms Road Roundabout

Non-SIS

No Map Available

Work Summary:

INTERSECTION IMPROVEMENT

From:

Tomoka Farms Road

To:

@ Pioneer Trail

Lead Agency:

Volusia County

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | LF | 0 | 265,000 | 0 | 0 | 0 | 265,000 |
| CST | SU | 0 | 2,375,418 | 0 | 0 | 0 | 2,375,418 |
| CST | TALU | 0 | 62,331 | 0 | 0 | 0 | 62,331 |
| Total | | 0 | 2,702,749 | 0 | 0 | 0 | 2,702,749 |

Prior Cost < 2022/23:

100,000

Future Cost > 2026/27:

0

Total Project Cost:

2,802,749

Project Description:

This project will convert an existing four-way stop intersection to a one-lane roundabout including intersection improvements (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: INTERCHANGE IMPROVEMENT
From: W of Champions Dr
To: Williamson Blvd
Lead Agency: Florida Department of Transportation
Length: 1.668

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|----------|---------------|------------------|------------------|
| ROW | DIH | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| ROW | DDR | 0 | 0 | 0 | 0 | 7,000,000 | 7,000,000 |
| Total | | 0 | 0 | 0 | 50,000 | 7,000,000 | 7,050,000 |

Prior Cost < 2022/23: 12,659,243

Future Cost > 2026/27: 0

Total Project Cost: 19,709,243

Project Description: Interchange improvements for the I-95 Interchange at LPGA Boulevard from W of Champions Dr to Williamson Blvd (Note: PD&E Study limits include LPGA Blvd from US 92 to Williamson Blvd). (Reference 2045 Long Range Transportation Plan pages 2-3 to 2-5, Page 6-20, and Appendix B).

4492351

SR 600 / US 17-92 AND ENTERPRISE RD INTERSECTION

SIS



| Work Summary: | | INTERSECTION IMPROVEMENT | | | From: | | |
|----------------------|-------------|--------------------------|----------|------------------|---------------------|----------|------------------|
| | | | | | To: | | |
| Lead Agency: | | Managed by FDOT | | | Length: 0.15 | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| PE | DIH | 25,000 | 0 | 0 | 0 | 0 | 25,000 |
| PE | DDR | 750,338 | 0 | 0 | 0 | 0 | 750,338 |
| PE | ACSS | 14,498 | 0 | 0 | 0 | 0 | 14,498 |
| CST | ACSS | 0 | 0 | 1,530,378 | 0 | 0 | 1,530,378 |
| Total | | 789,836 | 0 | 1,530,378 | 0 | 0 | 2,320,214 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

2,320,214

Project Description:

Intersection Improvements at SR 600/US 17-92 and Enterprise Road. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4494181

ELM AVE FEC CROSSING # 271910T

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:**
To:
Lead Agency: Managed by FDOT 0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| RRU | RHH | 399,390 | 0 | 0 | 0 | 0 | 399,390 |
| Total | | 399,390 | 0 | 0 | 0 | 0 | 399,390 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 399,390
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4494691

LPGA BOULEVARD & JIMMY ANN DRIVE INTERSECTION

Non-SIS

No Map Available

Work Summary:

TRAFFIC SIGNALS

From:

To:

Lead Agency:

MANAGED BY CITY OF DAYTONA BEACH/PUB

Length:

0.002

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | LF | 55,000 | 0 | 0 | 0 | 0 | 55,000 |
| CST | LF | 0 | 0 | 16,521 | 0 | 0 | 16,521 |
| CST | SU | 0 | 0 | 649,284 | 0 | 0 | 649,284 |
| Total | | 55,000 | 0 | 665,805 | 0 | 0 | 720,805 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

720,805

Project Description:

Install New Traffic Signal at LPGA Blvd/Jimmy Ann Drive. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4494751

WILLIAMSON BLVD FROM AIRPORT RD TO TAYLOR RD

Non-SIS



Work Summary:

SAFETY PROJECT

From:

To:

Lead Agency:

Managed by VOLUSIA
COUNTY CONST ENG

Length: 2.1

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | LF | 24,000 | 0 | 0 | 0 | 0 | 24,000 |
| CST | LF | 0 | 0 | 55,000 | 0 | 0 | 55,000 |
| CST | SU | 0 | 0 | 386,525 | 0 | 0 | 386,525 |
| Total | | 24,000 | 0 | 441,525 | 0 | 0 | 465,525 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

465,525

Project Description:

Access Management project along Williamson Blvd in Port Orange. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4497651

I-95 FROM MILE MARKER 274 TO MILE MARKER 294

SIS



Work Summary: ITS COMMUNICATION SYSTEM
From:
To:
Lead Agency: Managed by FDOT
Length: 19.75 miles

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | DIH | 5,135 | 0 | 0 | 0 | 0 | 5,135 |
| CST | ACFP | 1,242,291 | 0 | 0 | 0 | 0 | 1,242,291 |
| Total | | 1,247,426 | 0 | 0 | 0 | 0 | 1,247,426 |

Prior Cost < 2022/23: 172,516
Future Cost > 2026/27: 0
Total Project Cost: 1,419,942
Project Description: ITS Communication System on I-95 from mile marker 274 to mile marker 294. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4497701

DUNLAWTON AVENUE TURN LANES VARIOUS LOCATIONS

Non-SIS



Work Summary: INTERSECTION IMPROVEMENT
From:
To:
Lead Agency: MANAGED BY CITY OF PORT ORANGE
Length: 1.659

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------|----------------|----------|------------------|------------------|
| PE | GFSU | 549,045 | 0 | 0 | 0 | 0 | 549,045 |
| PE | LF | 61,005 | 0 | 0 | 0 | 0 | 61,005 |
| ROW | SU | 0 | 0 | 261,846 | 0 | 0 | 261,846 |
| ROW | LF | 0 | 0 | 29,094 | 0 | 0 | 29,094 |
| CST | LF | 0 | 0 | 0 | 0 | 1,273,305 | 1,273,305 |
| CST | SU | 0 | 0 | 0 | 0 | 3,455,262 | 3,455,262 |
| Total | | 610,050 | 0 | 290,940 | 0 | 4,728,567 | 5,629,557 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 5,629,557

Project Description: Intersection Improvements at various intersections along Dunlawton Ave. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4498551

WHITEVIEW PARKWAY FROM US 1 TO I-95

Non-SIS

No Map Available

Work Summary:

TRAFFIC OPS IMPROVEMENT

From:

US 1

To:

I-95

Lead Agency:

MANAGED BY CITY OF PALM COAST

Length:

3.514

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | LF | 3,043,353 | 0 | 0 | 0 | 0 | 3,043,353 |
| CST | GFSU | 1,074,387 | 0 | 0 | 0 | 0 | 1,074,387 |
| CST | SU | 504,877 | 0 | 0 | 0 | 0 | 504,877 |
| CST | SA | 40,888 | 0 | 0 | 0 | 0 | 40,888 |
| Total | | 4,663,505 | 0 | 0 | 0 | 0 | 4,663,505 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 4,663,505
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-11 (Table 6-16), Page 6-18)

4502271

I-95 WRONG WAY DRIVING BUNDLE #1 (VOLUSIA & FLAGLER)

SIS



Work Summary: ITS SURVEILLANCE SYSTEM
From:
To:
Lead Agency: Managed by FDOT

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | DS | 0 | 3,309,394 | 0 | 0 | 0 | 3,309,394 |
| Total | | 0 | 3,309,394 | 0 | 0 | 0 | 3,309,394 |

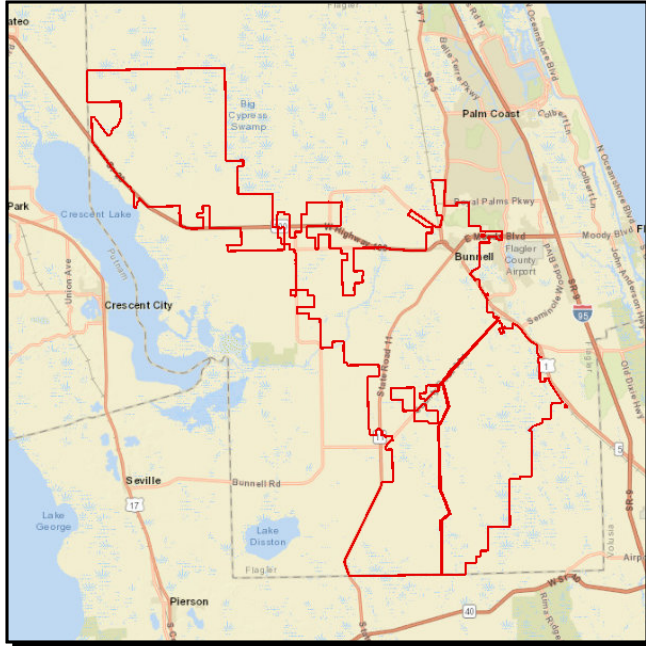
Prior Cost < 2022/23: 450,000
Future Cost > 2026/27: 0
Total Project Cost: 3,759,394
Project Description: ITS Surveillance system for wrong-way driving on I-95 in Volusia and Flagler Counties. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

Section V - Maintenance Projects

2441721

City of Bunnell Memorandum of Agreement

Non-SIS



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

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 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 < 2022/23: 1,218,463

Future Cost > 2026/27: 0

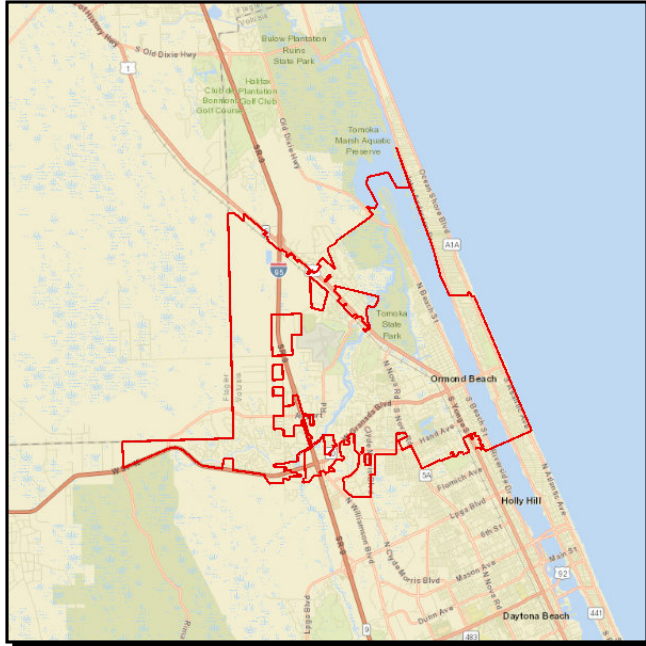
Total Project Cost: 1,501,983

Project Description: Memorandum of agreement with City of Bunnell for routine maintenance. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------------|----------|----------|----------------|
| MNT | D | 173,000 | 173,000 | 173,000 | 0 | 0 | 519,000 |
| Total | | 173,000 | 173,000 | 173,000 | 0 | 0 | 519,000 |

Prior Cost < 2022/23: 3,897,291

Future Cost > 2026/27: 0

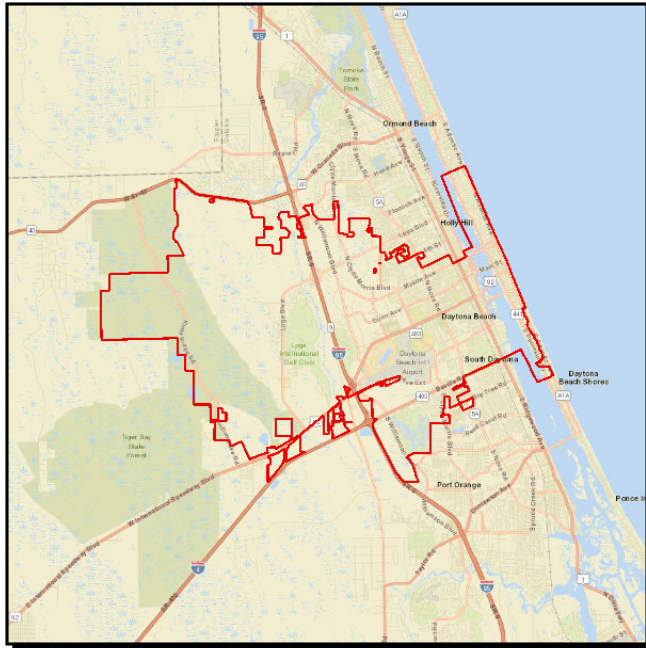
Total Project Cost: 4,416,291

Project Description: Routine maintenance contract with City of Ormond Beach. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|------------------|
| MNT | D | 267,015 | 267,015 | 267,015 | 267,015 | 267,015 | 1,335,075 |
| Total | | 267,015 | 267,015 | 267,015 | 267,015 | 267,015 | 1,335,075 |

Prior Cost < 2022/23: 4,826,817

Future Cost > 2026/27: 0

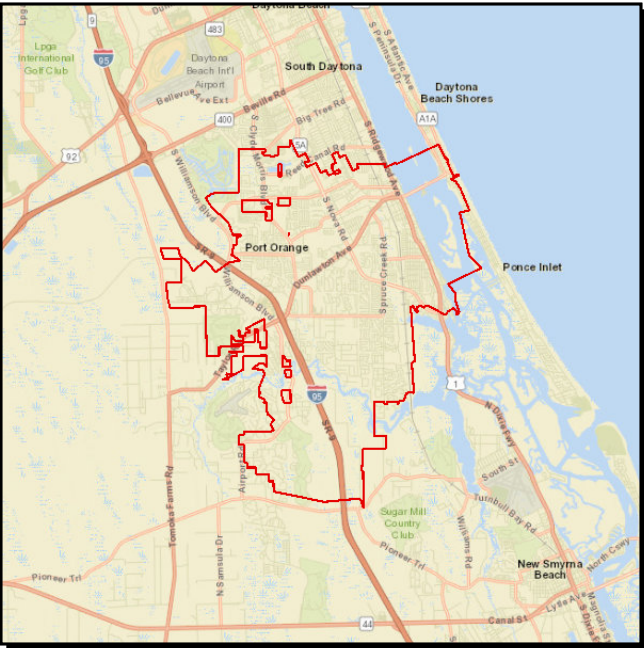
Total Project Cost: 6,161,892

Project Description: Routine maintenance contract with City of Daytona Beach. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5))

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| MNT | D | 196,731 | 0 | 0 | 0 | 0 | 196,731 |
| Total | | 196,731 | 0 | 0 | 0 | 0 | 196,731 |

Prior Cost < 2022/23: 1,151,410

Future Cost > 2026/27: 0

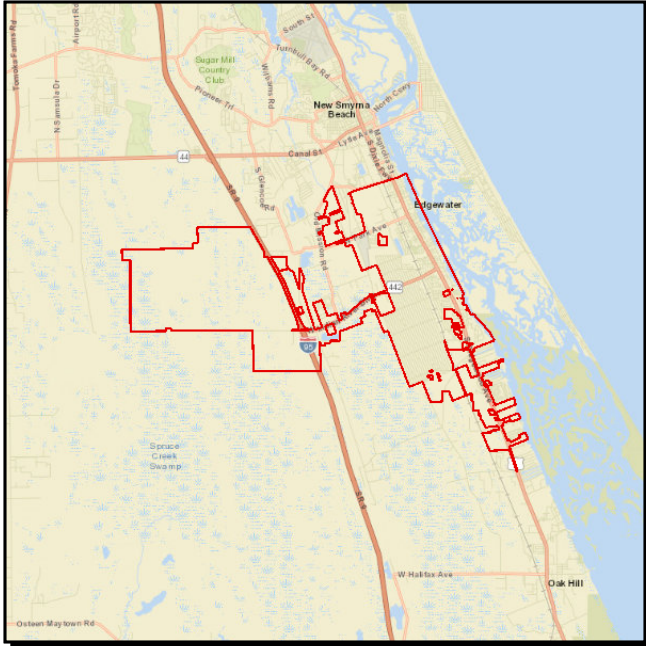
Total Project Cost: 1,348,141

Project Description: Routine maintenance contract with City of Port Orange. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| MNT | D | 152,265 | 0 | 0 | 0 | 0 | 152,265 |
| Total | | 152,265 | 0 | 0 | 0 | 0 | 152,265 |

Prior Cost < 2022/23: 832,549

Future Cost > 2026/27: 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))

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 23,820 | 23,820 | 23,820 | 23,820 | 23,820 | 119,100 |
| Total | | 23,820 | 23,820 | 23,820 | 23,820 | 23,820 | 119,100 |

Prior Cost < 2022/23: 481,087

Future Cost > 2026/27: 0

Total Project Cost: 600,187

Project Description: Routine maintenance contract with City of South Daytona. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| MNT | D | 29,032 | 29,032 | 29,032 | 29,032 | 29,032 | 145,160 |
| Total | | 29,032 | 29,032 | 29,032 | 29,032 | 29,032 | 145,160 |

Prior Cost < 2022/23: 698,376

Future Cost > 2026/27: 0

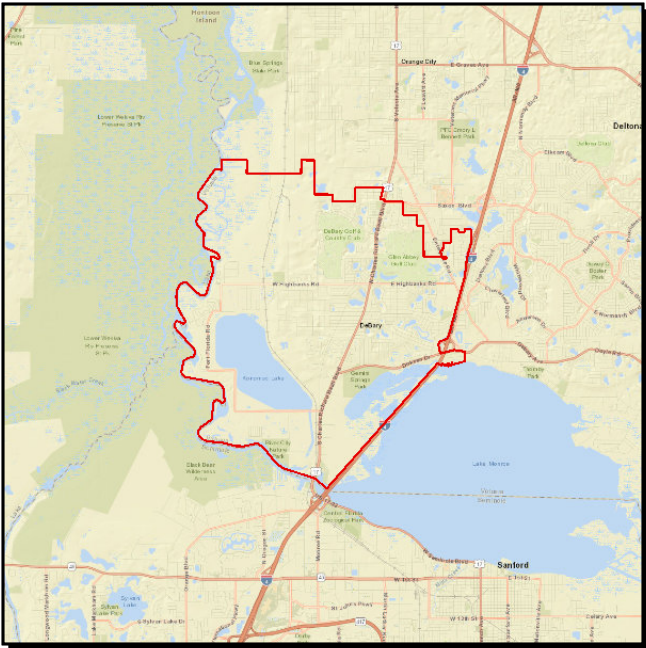
Total Project Cost: 843,536

Project Description: Routine maintenance contract with City of Holly Hill. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| MNT | D | 97,233 | 0 | 0 | 0 | 0 | 97,233 |
| Total | | 97,233 | 0 | 0 | 0 | 0 | 97,233 |

Prior Cost < 2022/23:

731,145

Future Cost > 2026/27:

0

Total Project Cost:

828,378

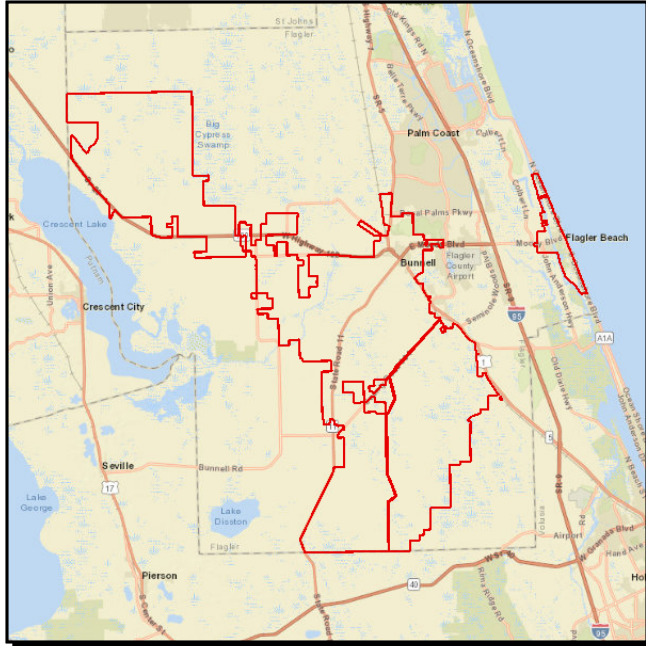
Project Description:

Routine maintenance contract with City of DeBary. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4136155

Lighting Agreements

Non-SIS



Work Summary: LIGHTING

From: throughout Bunnell and Flagler Beach

To:

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 86,247 | 84,408 | 86,940 | 89,548 | 97,072 | 444,215 |
| Total | | 86,247 | 84,408 | 86,940 | 89,548 | 97,072 | 444,215 |

Prior Cost < 2022/23: 1,098,386

Future Cost > 2026/27: 0

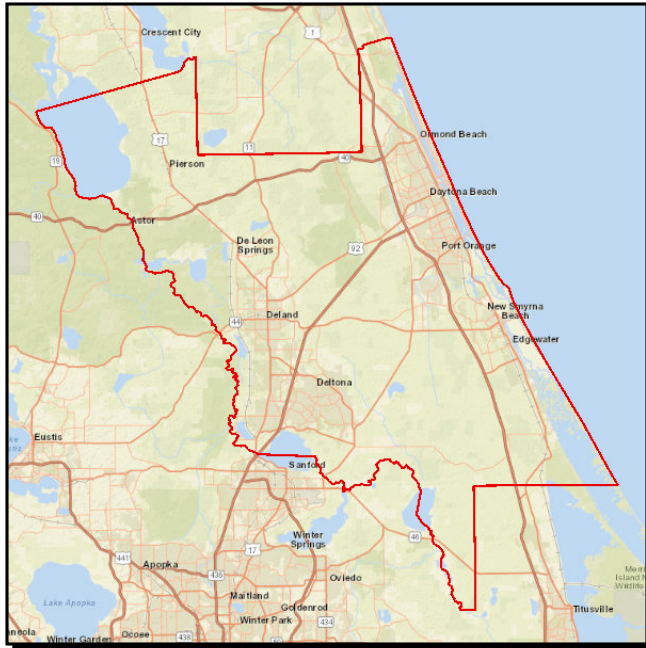
Total Project Cost: 1,542,601

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

4136158

Lighting Agreements

Non-SIS



Work Summary: LIGHTING

From: throughout Volusia County

To:

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|------------------|------------------|------------------|------------------|------------------|
| MNT | D | 1,127,799 | 1,179,041 | 1,214,422 | 1,250,845 | 1,269,355 | 6,041,462 |
| Total | | 1,127,799 | 1,179,041 | 1,214,422 | 1,250,845 | 1,269,355 | 6,041,462 |

Prior Cost < 2022/23: 14,535,218

Future Cost > 2026/27: 0

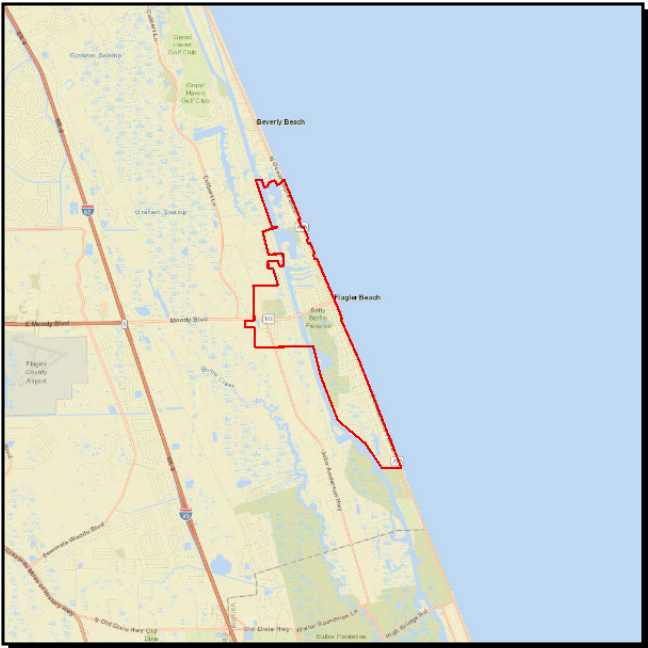
Total Project Cost: 20,576,680

Project Description: Agreements for lighting at various locations throughout Volusia County. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5))

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| MNT | D | 0 | 0 | 161,172 | 0 | 0 | 161,172 |
| Total | | 0 | 0 | 161,172 | 0 | 0 | 161,172 |

Prior Cost < 2022/23:

566,609

Future Cost > 2026/27:

0

Total Project Cost:

727,781

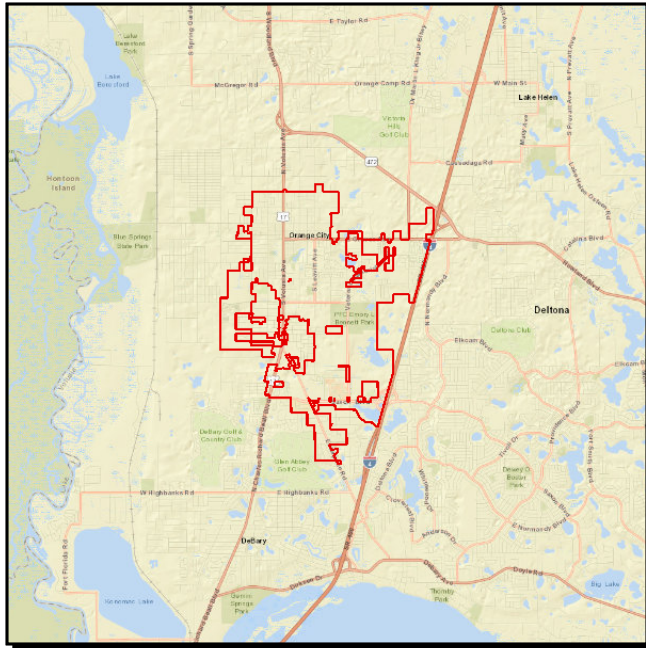
Project Description:

Routine maintenance contract with City of Flagler Beach. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5))

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|---------------|----------|----------|---------------|
| MNT | D | 0 | 0 | 75,000 | 0 | 0 | 75,000 |
| Total | | 0 | 0 | 75,000 | 0 | 0 | 75,000 |

Prior Cost < 2022/23: 629,679

Future Cost > 2026/27: 0

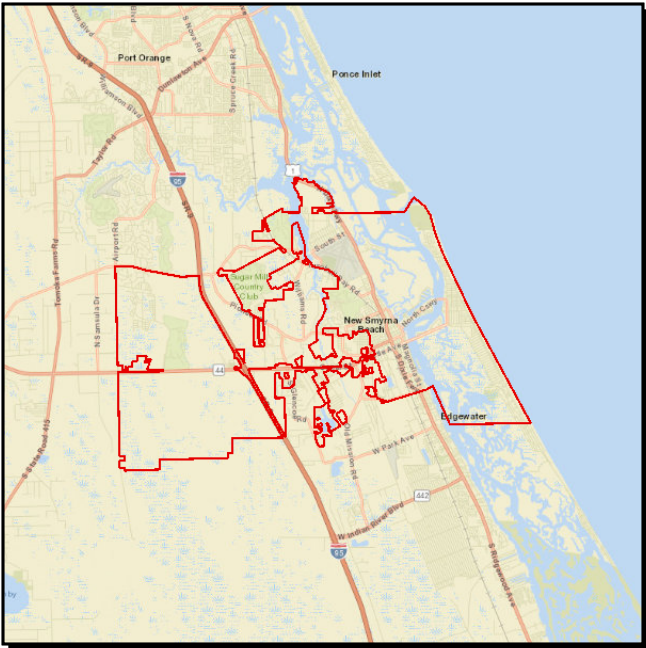
Total Project Cost: 704,679

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

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|----------------|---------|---------|---------|---------|---------|---------|
| MNT | D | 102,780 | 0 | 0 | 0 | 0 | 102,780 |
| Total | | 102,780 | 0 | 0 | 0 | 0 | 102,780 |

Prior Cost < 2022/23:

856,440

Future Cost > 2026/27:

0

Total Project Cost:

959,220

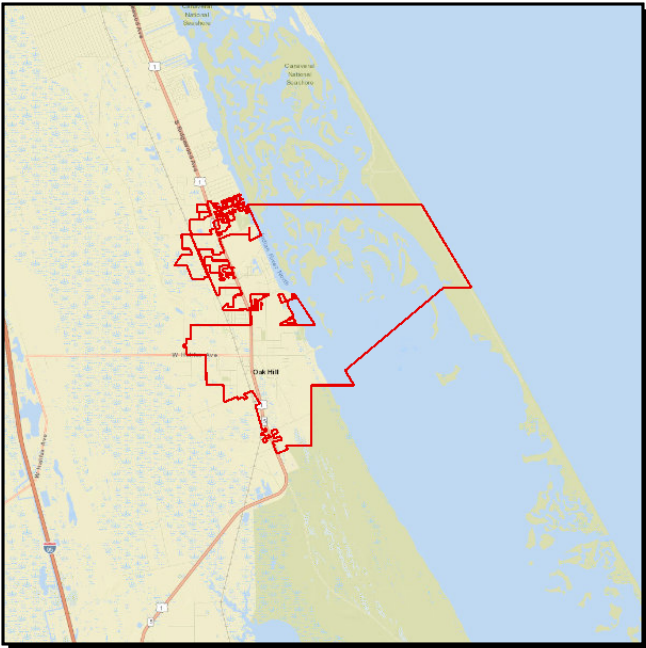
Project Description:

Routine maintenance contract with City of New Smyrna Beach. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| MNT | D | 143,442 | 0 | 0 | 0 | 0 | 143,442 |
| Total | | 143,442 | 0 | 0 | 0 | 0 | 143,442 |

Prior Cost < 2022/23:

688,045

Future Cost > 2026/27:

0

Total Project Cost:

831,487

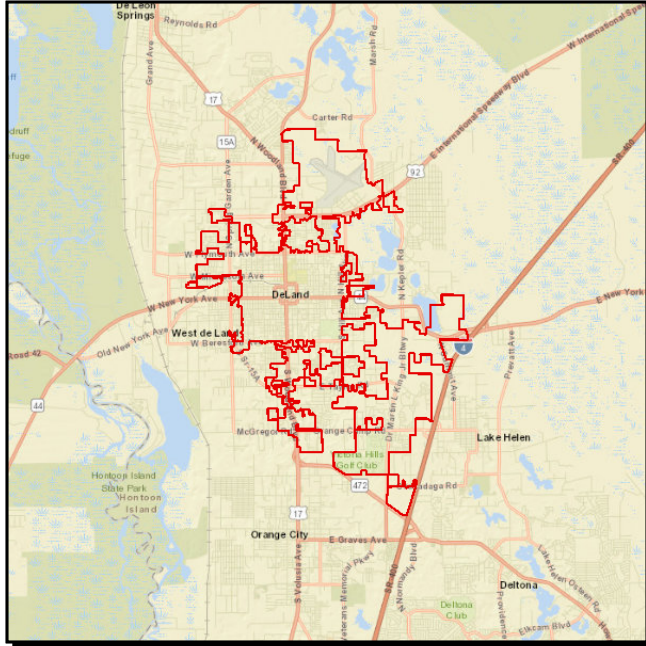
Project Description:

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

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| MNT | D | 85,854 | 0 | 0 | 0 | 0 | 85,854 |
| Total | | 85,854 | 0 | 0 | 0 | 0 | 85,854 |

Prior Cost < 2022/23: 237,540

Future Cost > 2026/27: 0

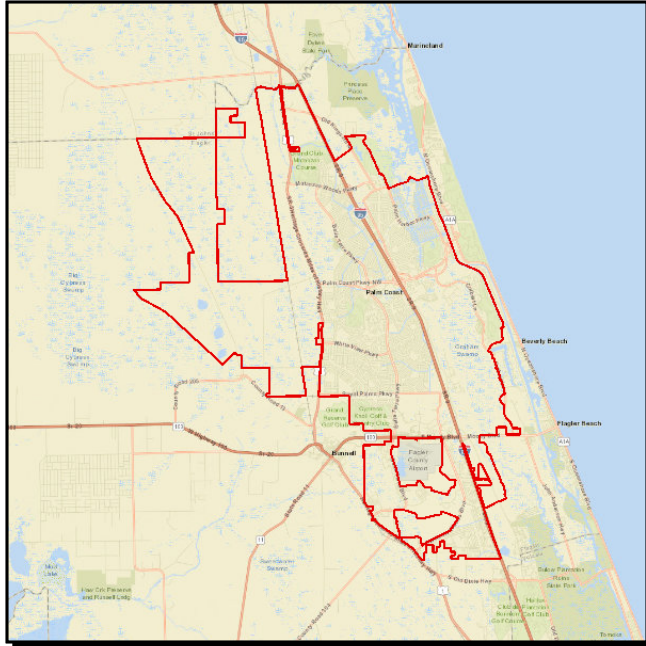
Total Project Cost: 323,394

Project Description: Routine maintenance contract with City of DeLand. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5))

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 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 < 2022/23: 1,518,496

Future Cost > 2026/27: 0

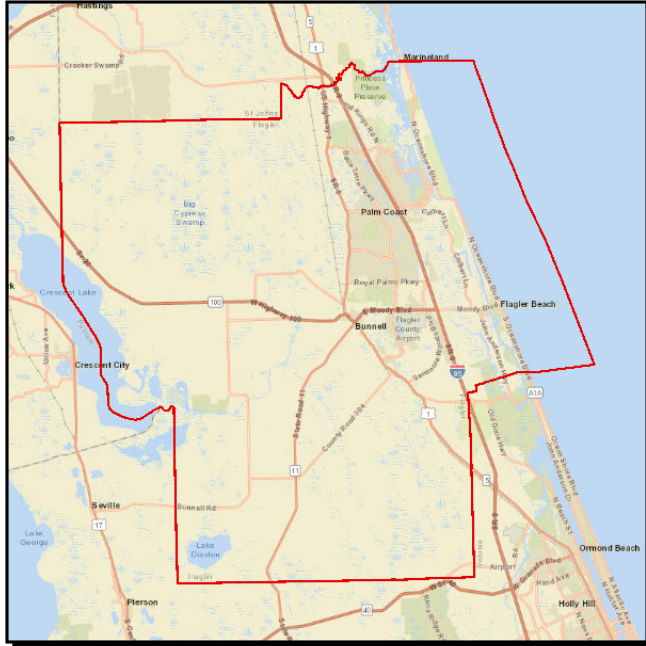
Total Project Cost: 1,993,496

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|
| MNT | D | 168,565 | 168,565 | 168,565 | 168,565 | 168,565 | 842,825 |
| Total | | 168,565 | 168,565 | 168,565 | 168,565 | 168,565 | 842,825 |

Prior Cost < 2022/23: 2,027,229

Future Cost > 2026/27: 0

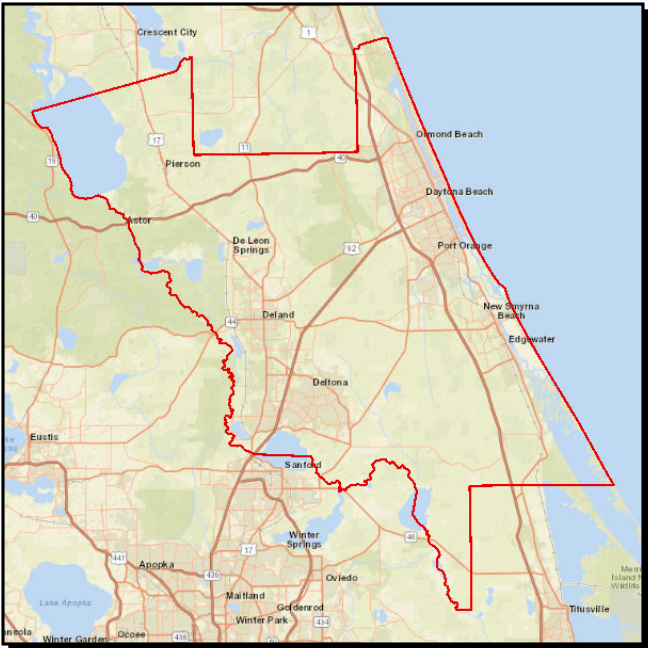
Total Project Cost: 2,870,054

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| MNT | D | 3,009,686 | 3,009,686 | 3,009,686 | 3,009,686 | 3,009,686 | 15,048,430 |
| Total | | 3,009,686 | 3,009,686 | 3,009,686 | 3,009,686 | 3,009,686 | 15,048,430 |

Prior Cost < 2022/23:71,764,778

Future Cost > 2026/27:0

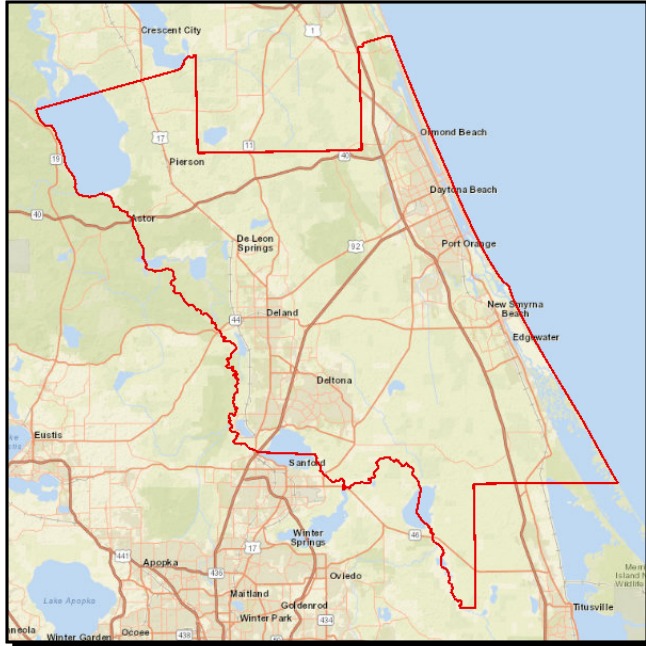
Total Project Cost:86,813,208

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

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|
| MNT | D | 129,000 | 129,000 | 129,000 | 129,000 | 129,000 | 645,000 |
| Total | | 129,000 | 129,000 | 129,000 | 129,000 | 129,000 | 645,000 |

Prior Cost < 2022/23: 2,220,140

Future Cost > 2026/27: 0

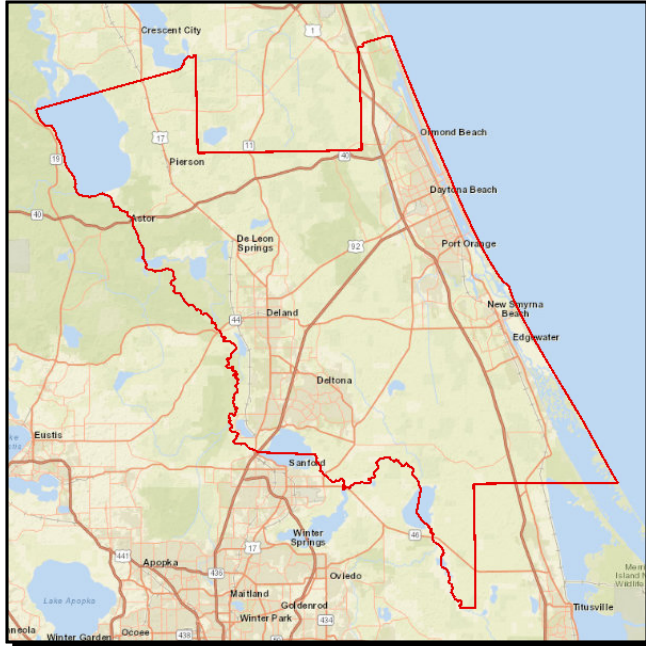
Total Project Cost: 2,865,140

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

4278331

Pavement Markings

Non-SIS



Work Summary:

ROUTINE
MAINTENANCE

From:

Volusia County-wide

To:

Lead Agency:

Florida Department of
Transportation

Length:

n/a

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| MNT | D | 1,300,000 | 0 | 0 | 0 | 0 | 1,300,000 |
| Total | | 1,300,000 | 0 | 0 | 0 | 0 | 1,300,000 |

Prior Cost < 2022/23: 5,426,989

Future Cost > 2026/27: 0

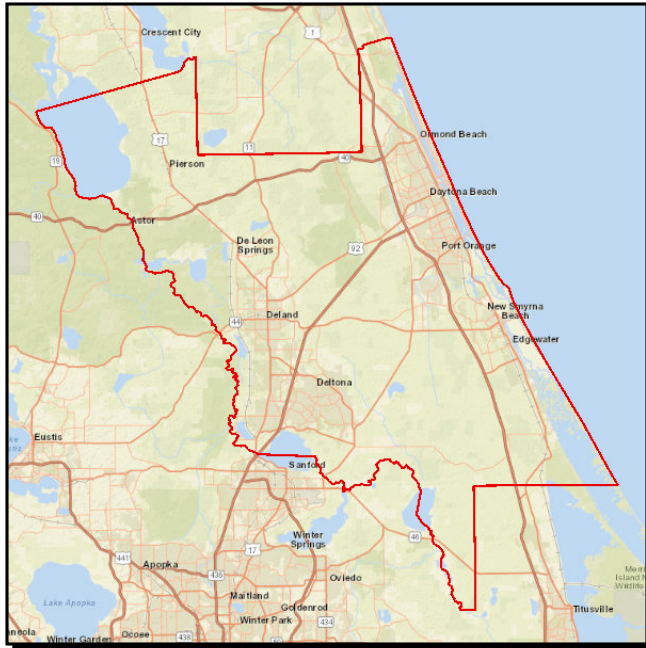
Total Project Cost: 6,726,989

Project Description: Renew pavement markings throughout Volusia County. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5))

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| MNT | D | 4,988,000 | 0 | 0 | 0 | 0 | 4,988,000 |
| Total | | 4,988,000 | 0 | 0 | 0 | 0 | 4,988,000 |

Prior Cost < 2022/23: 27,120,615

Future Cost > 2026/27: 0

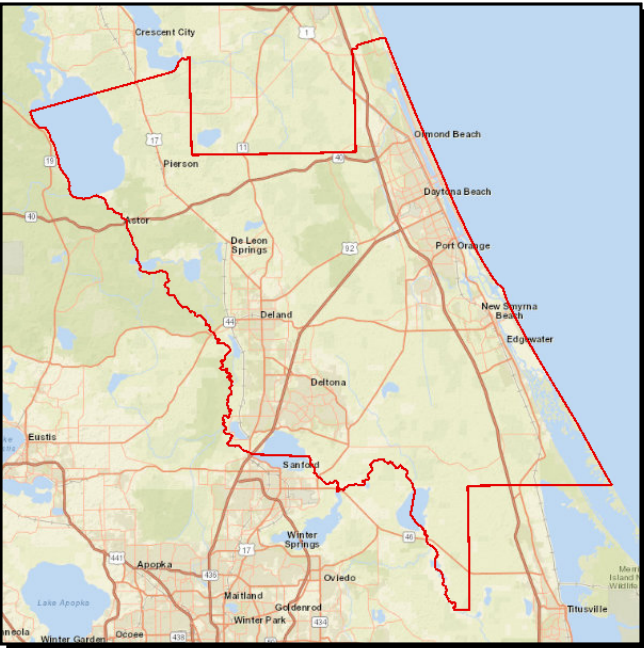
Total Project Cost: 32,108,615

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| MNT | D | 528,000 | 528,000 | 550,000 | 550,000 | 550,000 | 2,706,000 |
| Total | | 528,000 | 528,000 | 550,000 | 550,000 | 550,000 | 2,706,000 |

Prior Cost < 2022/23:

7,109,530

Future Cost > 2026/27:

0

Total Project Cost:

9,815,530

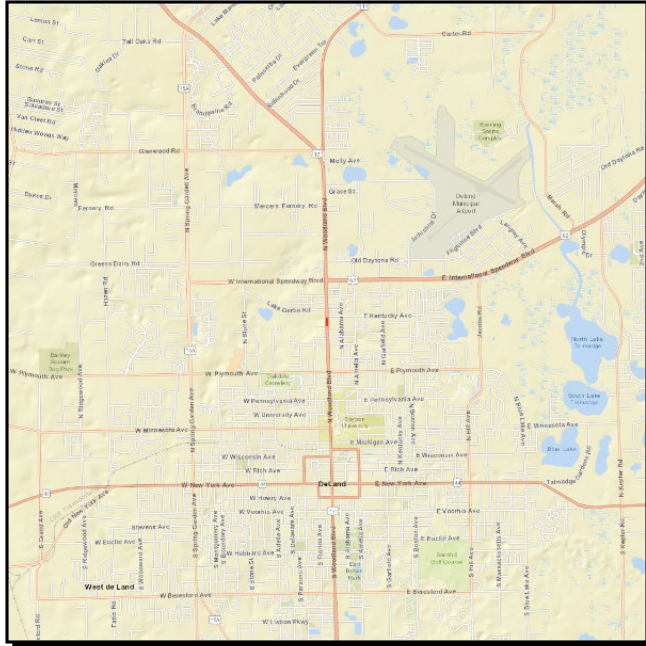
Project Description:

Routine maintenance throughout Volusia County. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | DS | 1,645,529 | 0 | 0 | 0 | 0 | 1,645,529 |
| Total | | 1,645,529 | 0 | 0 | 0 | 0 | 1,645,529 |

Prior Cost < 2022/23: 769,827

Future Cost > 2026/27: 0

Total Project Cost: 2,415,356

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| ROW | LF | 7,250 | 0 | 0 | 0 | 0 | 7,250 |
| ROW | ACBZ | 31,750 | 0 | 0 | 0 | 0 | 31,750 |
| Total | | 39,000 | 0 | 0 | 0 | 0 | 39,000 |

Prior Cost < 2022/23: 5,220,724

Future Cost > 2026/27: 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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| CST | DIH | 0 | 0 | 10,860 | 0 | 0 | 10,860 |
| CST | DDR | 0 | 0 | 1,327,444 | 0 | 0 | 1,327,444 |
| Total | | 0 | 0 | 1,338,304 | 0 | 0 | 1,338,304 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 1,338,304

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | DDR | 0 | 3,451,681 | 0 | 0 | 0 | 3,451,681 |
| Total | | 0 | 3,462,241 | 0 | 0 | 0 | 3,462,241 |

Prior Cost < 2022/23: 1,024,000
Future Cost > 2026/27: 0
Total Project Cost: 4,486,241
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | DDR | 0 | 8,061,182 | 0 | 0 | 0 | 8,061,182 |
| Total | | 0 | 8,071,742 | 0 | 0 | 0 | 8,071,742 |

Prior Cost < 2022/23:

2,875,042

Future Cost > 2026/27:

0

Total Project Cost:

10,946,784

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)

4428841

SR A1A Resurfacing from Broadway St to Milsap Rd

Non-SIS

No Map Available

| | | | | | | | |
|---------------|-------------|-----------------|---------|-------------|---------|---------|-----------|
| Work Summary: | | RESURFACING | From: | Broadway St | | | |
| | | | To: | Milsap Rd | | | |
| Lead Agency: | | Managed by FDOT | Length: | 3.666 | | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| CST | DS | 9,244,112 | 0 | 0 | 0 | 0 | 9,244,112 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| CST | DDR | 718,307 | 0 | 0 | 0 | 0 | 718,307 |
| Total | | 9,972,689 | 0 | 0 | 0 | 0 | 9,972,689 |

Prior Cost < 2022/23:

3,721,752

Future Cost > 2026/27:

0

Total Project Cost:

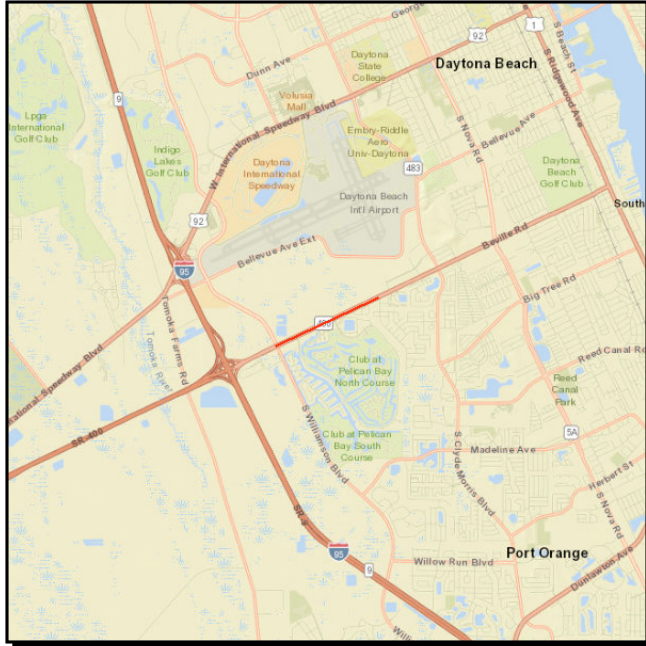
13,694,441

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| CST | DDR | 3,473,569 | 0 | 0 | 0 | 0 | 3,473,569 |
| Total | | 3,483,839 | 0 | 0 | 0 | 0 | 3,483,839 |

Prior Cost < 2022/23: 595,210

Future Cost > 2026/27: 0

Total Project Cost: 4,079,049

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)

4429071

SR 415 Resurfacing from Acorn Lake Rd to SR 44

Non-SIS

No Map Available

| | | | | | | | |
|---------------|--|-----------------|--|---------|---------------|--|--|
| Work Summary: | | RESURFACING | | From: | Acorn Lake Rd | | |
| | | | | To: | SR 44 | | |
| Lead Agency: | | Managed by FDOT | | Length: | 10.124 | | |

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | DS | 0 | 9,177,391 | 0 | 0 | 0 | 9,177,391 |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | DDR | 0 | 26,400 | 0 | 0 | 0 | 26,400 |
| Total | | 0 | 9,214,351 | 0 | 0 | 0 | 9,214,351 |

Prior Cost < 2022/23:

481,968

Future Cost > 2026/27:

0

Total Project Cost:

9,696,319

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)

4434332

SR 600 FROM N ALABAMA AVE TO EAST OF CR4101 / N KEPLER RD Non-SIS



Work Summary:

RESURFACING

From:

To:

Lead Agency:

Managed by FDOT

Length:

2.616

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|-----------|-----------|
| CST | DIH | 0 | 0 | 0 | 0 | 707,763 | 707,763 |
| CST | DDR | 0 | 0 | 0 | 0 | 2,960,000 | 2,960,000 |
| CST | ACNP | 0 | 0 | 0 | 0 | 3,620,000 | 3,620,000 |
| Total | | 0 | 0 | 0 | 0 | 7,287,763 | 7,287,763 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

7,287,763

Project Description:

(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4449961

Rima Ridge Resurfacing Various Roadways

Non-SIS



Work Summary: WIDEN/RESURFACE
EXIST LANES

From: Flagler County-wide

To:

Lead Agency: Flagler County

Length: 2.682 miles

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|----------|----------|------------------|------------------|
| CST | SCED | 0 | 0 | 0 | 0 | 487,805 | 487,805 |
| CST | LF | 0 | 0 | 0 | 0 | 136,067 | 136,067 |
| CST | SCRA | 0 | 0 | 0 | 0 | 1,515,152 | 1,515,152 |
| CST | SCOP | 0 | 0 | 0 | 0 | 479,024 | 479,024 |
| CST | SCWR | 0 | 0 | 0 | 0 | 568,293 | 568,293 |
| CST | GRSC | 0 | 0 | 0 | 0 | 1,733,659 | 1,733,659 |
| Total | | 0 | 0 | 0 | 0 | 4,920,000 | 4,920,000 |

Prior Cost < 2022/23: 250,000

Future Cost > 2026/27: 0

Total Project Cost: 5,170,000

Project Description: JPA with Flagler County for resurfacing on various roadways - Rodeo Road, Bareback Trail, Pinto Lane, Relay Road, Bridle Path Lane, Cone road. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| CST | DS | 0 | 5,319,852 | 0 | 0 | 0 | 5,319,852 |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | DDR | 0 | 6,053,290 | 0 | 0 | 0 | 6,053,290 |
| Total | | 0 | 11,383,702 | 0 | 0 | 0 | 11,383,702 |

Prior Cost < 2022/23: 1,899,477
Future Cost > 2026/27: 0
Total Project Cost: 13,283,179
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4452162

SR 5 FROM NORTH OF PALM COAST PKWY TO ST JOHNS COUNTY Non-SIS



| Work Summary: | | RESURFACING | | | From: | | |
|---------------|-------------|-----------------|---------|------------|--------------|---------|------------|
| | | | | | To: | | |
| Lead Agency: | | Managed by FDOT | | | Length: 6.84 | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 821,000 | 0 | 0 | 0 | 0 | 821,000 |
| CST | DS | 0 | 0 | 9,396,360 | 0 | 0 | 9,396,360 |
| CST | DIH | 0 | 0 | 10,000 | 0 | 0 | 10,000 |
| CST | DDR | 0 | 0 | 866,574 | 0 | 0 | 866,574 |
| Total | | 831,000 | 0 | 10,272,934 | 0 | 0 | 11,103,934 |

Prior Cost < 2022/23:0

Future Cost > 2026/27:0

Total Project Cost:11,103,934

Project Description:(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 | | | | | SIS | | |
|-----------------------------|--------------------|-------------|-----------------|------------|---------|----------------|---------|------------|
| <div>No Map Available</div> | Work Summary: | | RESURFACING | | From: | N Palmetto St | | |
| | | | | | To: | Old Kings Rd S | | |
| | Lead Agency: | | Managed by FDOT | | Length: | 4.551 | | |
| | Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| | CST | DS | 0 | 3,221,775 | 0 | 0 | 0 | 3,221,775 |
| | CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| | CST | SL | 0 | 890,828 | 0 | 0 | 0 | 890,828 |
| | CST | DDR | 0 | 6,889,006 | 0 | 0 | 0 | 6,889,006 |
| | Total | | 0 | 11,012,169 | 0 | 0 | 0 | 11,012,169 |

Prior Cost < 2022/23: 2,161,388
Future Cost > 2026/27: 0
Total Project Cost: 13,173,557
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4453001

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

Non-SIS

No Map Available

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | DS | 721,399 | 0 | 0 | 0 | 0 | 721,399 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| CST | DDR | 4,049,079 | 0 | 0 | 0 | 0 | 4,049,079 |
| Total | | 4,780,748 | 0 | 0 | 0 | 0 | 4,780,748 |

Prior Cost < 2022/23: 956,521

Future Cost > 2026/27: 0

Total Project Cost: 5,737,269

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)

4453011

SR 15 / 600 (US 17/29) RESURFACING

SIS



| Work Summary: | | RESURFACING | | From: | Wisconsin Ave | | |
|----------------------|-------------|-----------------|------------------|----------------|-------------------------|----------|------------------|
| | | | | To: | N of SR 15A (Taylor Rd) | | |
| Lead Agency: | | Managed by FDOT | | Length: | 2.852 | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| CST | DS | 0 | 7,225,893 | 0 | 0 | 0 | 7,225,893 |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | DDR | 0 | 725,923 | 0 | 0 | 0 | 725,923 |
| Total | | 0 | 7,962,376 | 0 | 0 | 0 | 7,962,376 |

Prior Cost < 2022/23:

1,371,250

Future Cost > 2026/27:

0

Total Project Cost:

9,333,626

Project Description:

(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| PE | SCRA | 0 | 50,000 | 0 | 0 | 0 | 50,000 |
| Total | | 0 | 50,000 | 0 | 0 | 0 | 50,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 50,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | SCRA | 0 | 0 | 120,000 | 0 | 0 | 120,000 |
| Total | | 0 | 0 | 120,000 | 0 | 0 | 120,000 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 120,000
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4469381

SEASCAPE DRIVE ROAD RECONSTRUCTION

Non-SIS



Work Summary:

ROAD RECONSTRUCTION - 2

From: Central Ave

To: End of Road

Lead Agency:

Responsible Agency Not Available

Length: .235

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | SCRA | 0 | 0 | 400,000 | 0 | 0 | 400,000 |
| Total | | 0 | 0 | 400,000 | 0 | 0 | 400,000 |

Prior Cost < 2022/23:

50,000

Future Cost > 2026/27:

0

Total Project Cost:

450,000

Project Description:

(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4470821

SR 11 FROM VOLUSIA COUNTY LINE TO SR 5 (US 1)

Non-SIS

No Map Available

Work Summary: RESURFACING

From:

To:

Lead Agency: Managed by FDOT

Length: 15.477

| Phase | Fund Source | Fiscal Year | | | | | Total |
|--------------|-------------|-------------------|----------|----------|----------|----------|-------------------|
| | | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | |
| CST | ARPA | 12,486,238 | 0 | 0 | 0 | 0 | 12,486,238 |
| CST | DIH | 51,350 | 0 | 0 | 0 | 0 | 51,350 |
| CST | DDR | 179,725 | 0 | 0 | 0 | 0 | 179,725 |
| Total | | 12,717,313 | 0 | 0 | 0 | 0 | 12,717,313 |

Prior Cost < 2022/23: 2,052,630

Future Cost > 2026/27: 0

Total Project Cost: 14,769,943

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

4470891

SR 5 FROM N OF REED CANAL TO S OF RIDGE BLVD & SPRUCE

Non-SIS

No Map
Available

Work Summary: RESURFACING **From:**
To:
Lead Agency: Managed by FDOT **Length:** 0.678

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------|------------------|----------|----------|------------------|
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 621,000 | 0 | 0 | 0 | 0 | 621,000 |
| CST | DIH | 0 | 0 | 10,860 | 0 | 0 | 10,860 |
| CST | DDR | 0 | 0 | 1,763,621 | 0 | 0 | 1,763,621 |
| Total | | 631,000 | 0 | 1,774,481 | 0 | 0 | 2,405,481 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 2,405,481

Project Description: (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

No Map Available

Work Summary:

RESURFACING

From:

SR 5

To:

Beginning of Bridge 790132

Lead Agency:

Managed by FDOT

Length:

.494

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CST | DS | 0 | 1,723,648 | 0 | 0 | 0 | 1,723,648 |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | DDR | 0 | 227,740 | 0 | 0 | 0 | 227,740 |
| Total | | 0 | 1,961,948 | 0 | 0 | 0 | 1,961,948 |

Prior Cost < 2022/23: 1,393,598
Future Cost > 2026/27: 0
Total Project Cost: 3,355,546
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| ENV | DDR | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| CST | ACBR | 0 | 0 | 0 | 9,049,689 | 0 | 9,049,689 |
| Total | | 50,000 | 0 | 0 | 9,049,689 | 0 | 9,099,689 |

Prior Cost < 2022/23: 1,780,144
Future Cost > 2026/27: 0
Total Project Cost: 10,879,833
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4478491

I-95 FLAGLER WEIGH STATION- RESURFACING

SIS

No Map Available

Work Summary: MCCO WEIGH STATION **From:** STATIC/WIM

To:

Lead Agency: Managed by FDOT **Length:** 1.132 miles

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|---------------|----------|------------------|------------------|
| PE | DIH | 0 | 0 | 50,000 | 0 | 0 | 50,000 |
| CST | DWS | 0 | 0 | 0 | 0 | 9,901,320 | 9,901,320 |
| Total | | 0 | 0 | 50,000 | 0 | 9,901,320 | 9,951,320 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 9,951,320

| | |
|-----------------------------|---|
| Project Description: | Resurfacing - I-95 Flagler Weighstation (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16)) |
|-----------------------------|---|

4487951

SR A1A RESURFACING FROM S 8TH ST TO N 18TH ST

Non-SIS

No Map Available

Work Summary:

RESURFACING

From:

To:

Lead Agency:

Managed by FDOT

Length:

1.82

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|-----------|---------|---------|-----------|
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 846,000 | 0 | 0 | 0 | 0 | 846,000 |
| CST | DIH | 0 | 0 | 10,000 | 0 | 0 | 10,000 |
| CST | DDR | 0 | 0 | 2,488,897 | 0 | 0 | 2,488,897 |
| Total | | 856,000 | 0 | 2,498,897 | 0 | 0 | 3,354,897 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 3,354,897

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

4487981

SR-430 FROM CLYDE MORRIS BLVD TO E OF THE FEC RAILROAD Non-SIS

No Map
Available

Work Summary: RESURFACING **From:**
To:
Lead Agency: Managed by FDOT **Length:** 1.965

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|------------------|----------|----------|-------------------|
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 1,545,000 | 0 | 0 | 0 | 0 | 1,545,000 |
| CST | DIH | 0 | 0 | 10,860 | 0 | 0 | 10,860 |
| CST | DDR | 0 | 0 | 8,883,189 | 0 | 0 | 8,883,189 |
| Total | | 1,555,000 | 0 | 8,894,049 | 0 | 0 | 10,449,049 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 10,449,049

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

4489211

SR-415 OVER DEEP CREEK, ALAMANA CANAL, AND LAKE ASHBY

Non-SIS



Work Summary: BRIDGE-REPAIR/REHAB **From:**
To:
Lead Agency: Managed by FDOT **Length:** 3.556

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | DIH | 2,054 | 0 | 0 | 0 | 0 | 2,054 |
| CST | BRRP | 381,527 | 0 | 0 | 0 | 0 | 381,527 |
| Total | | 383,581 | 0 | 0 | 0 | 0 | 383,581 |

Prior Cost < 2022/23: 2,000
Future Cost > 2026/27: 0
Total Project Cost: 385,581
Project Description: Bridge Repair/Rehabilitation - SR 415 over Deep Creek, Alabama Canal, and Lake Ashby. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4489221

SR-46 OVER ST. JOHNS RIVER AND CABBAGE SLOUGH

Non-SIS



Work Summary: BRIDGE-REPAIR/REHAB **From:**
To:
Lead Agency: Managed by FDOT **Length:** 2.216

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | DIH | 2,054 | 0 | 0 | 0 | 0 | 2,054 |
| CST | BRRP | 3,389,481 | 0 | 0 | 0 | 0 | 3,389,481 |
| Total | | 3,391,535 | 0 | 0 | 0 | 0 | 3,391,535 |

Prior Cost < 2022/23: 76,261
Future Cost > 2026/27: 0
Total Project Cost: 3,467,796
Project Description: Bridge Repair/Rehabilitation SR 46 over the St Johns River/Cabbage Slough. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4493591

SR 44 / N CAUSEWAY REALIGNMENT BRIDGE 790172

Non-SIS



Work Summary: BRIDGE-REPAIR/REHAB **From:**
To:
Lead Agency: Managed by FDOT **Length:** 0.245

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | DIH | 2,054 | 0 | 0 | 0 | 0 | 2,054 |
| CST | BRRP | 1,260,952 | 0 | 0 | 0 | 0 | 1,260,952 |
| Total | | 1,263,006 | 0 | 0 | 0 | 0 | 1,263,006 |

Prior Cost < 2022/23:

134,408

Future Cost > 2026/27:

0

Total Project Cost:

1,397,414

Project Description:

Bridge Repair/Rehabilitation - SR 44/N Causeway Realignment. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4497761

I-95 OVER BEAMER'S CANAL BRIDGE 790221, 790113, 790245,

SIS

No Map
Available

Work Summary: BRIDGE-REPAIR/REHAB **From:**

To:

Lead Agency: Managed by FDOT

Length: 7.11

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|------------------|----------|----------|----------|------------------|
| PE | DIH | 2,500 | 0 | 0 | 0 | 0 | 2,500 |
| PE | BRRP | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| CST | DIH | 0 | 2,640 | 0 | 0 | 0 | 2,640 |
| CST | BRRP | 0 | 1,409,375 | 0 | 0 | 0 | 1,409,375 |
| Total | | 42,500 | 1,412,015 | 0 | 0 | 0 | 1,454,515 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 1,454,515

Project Description: Bride Repair-Rehabilitation - I-95 over Beamer's Canal. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4498611

SR 430 EASTBOUND 790175 & WESTBOUND 790174 BRIDGES OVER Non-SIS



Work Summary: BRIDGE-REPAIR/REHAB **From:**

To:

Lead Agency: Managed by FDOT

Length: 0.869

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|------------------|----------|----------|----------|------------------|
| PE | DIH | 2,500 | 0 | 0 | 0 | 0 | 2,500 |
| PE | BRRP | 65,000 | 0 | 0 | 0 | 0 | 65,000 |
| CST | DIH | 0 | 2,640 | 0 | 0 | 0 | 2,640 |
| CST | BRRP | 0 | 1,182,212 | 0 | 0 | 0 | 1,182,212 |
| Total | | 67,500 | 1,184,852 | 0 | 0 | 0 | 1,252,352 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 1,252,352

Project Description: Bridge Repair/Rehabilitation - SR 430 EB and WB Bridges over the Halifax River. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4501371

DELAND DISTRICT HEADQUARTERS OFFICE WINDOW TINTING

Non-SIS



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

To:

Lead Agency: Managed by FDOT 0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| MNT | D | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| Total | | 50,000 | 0 | 0 | 0 | 0 | 50,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 50,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4502261

I-95/BREVARD CO LINE TO FLAGLER CO LINE

SIS



Work Summary: BRIDGE-REPAIR/REHAB **From:** Brevard Co Line
To: Flagler Co Line
Lead Agency: Managed by FDOT **Length:** 8.498

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | DIH | 2,000 | 0 | 0 | 0 | 0 | 2,000 |
| PE | BRRP | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| CST | DIH | 0 | 2,112 | 0 | 0 | 0 | 2,112 |
| CST | BRRP | 0 | 520,366 | 0 | 0 | 0 | 520,366 |
| Total | | 42,000 | 522,478 | 0 | 0 | 0 | 564,478 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 564,478
Project Description: Bridge Repair/Rehabilitation on I-95 from the Brevard Co line to Flagler County line. .(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

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------|------------------|
| OPS | DPTO | 807,124 | 831,338 | 856,277 | 874,159 | 0 | 3,368,898 |
| Total | | 807,124 | 831,338 | 856,277 | 874,159 | 0 | 3,368,898 |

Prior Cost < 2022/23: 7,099,361

Future Cost > 2026/27: 0

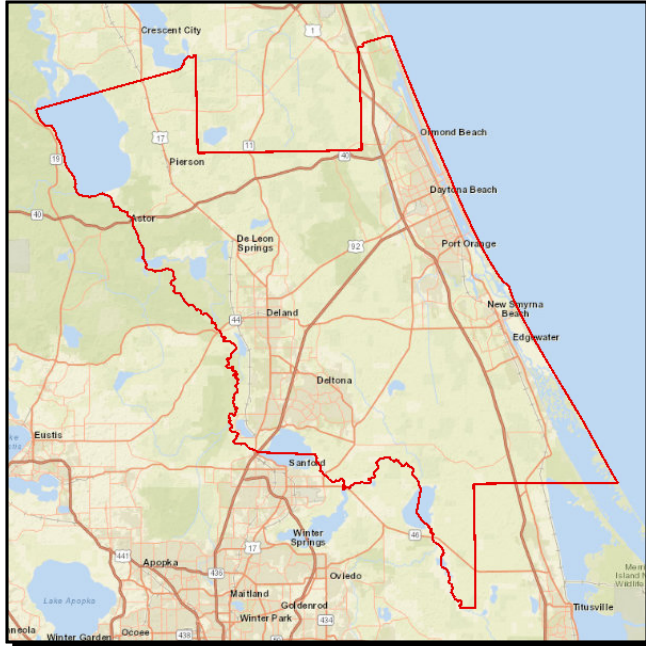
Total Project Cost: 10,468,259

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, Pages2-3 to 2-5, Pages 6-10 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| CAP | FTA | 8,741,816 | 9,004,070 | 9,274,192 | 9,274,192 | 9,274,192 | 45,568,462 |
| CAP | LF | 2,185,545 | 2,251,018 | 2,318,548 | 2,318,548 | 2,318,548 | 11,392,207 |
| Total | | 10,927,361 | 11,255,088 | 11,592,740 | 11,592,740 | 11,592,740 | 56,960,669 |

Prior Cost < 2022/23: 49,035,409

Future Cost > 2026/27: 0

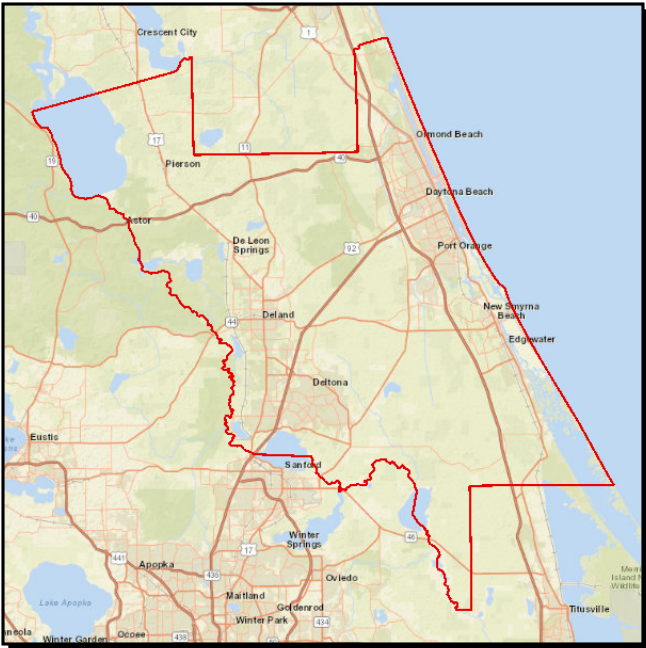
Total Project Cost: 105,996,078

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, Pages2-3 to 2-5, Pages 6-10 and Appendix D).

4346041

Votran Co of Volusia Express Routes Serving SunRail in DeBary

Non-SIS



Work Summary:

OPERATING/ADMIN.
ASSISTANCE

From:

Volusia County-wide

To:

DeBary SunRail Station

Lead Agency:

Votran

Length:

n/a

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| OPS | DDR | 0 | 130,140 | 0 | 0 | 0 | 130,140 |
| Total | | 0 | 130,140 | 0 | 0 | 0 | 130,140 |

Prior Cost < 2022/23:

2,429,280

Future Cost > 2026/27:

0

Total Project Cost:

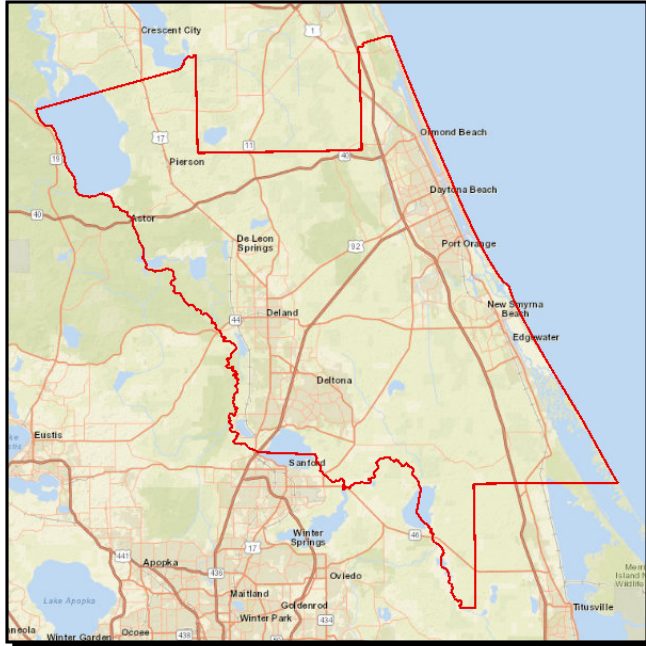
2,559,420

Project Description:

Votran will provide express bus service connecting SunRail at the DeBary Station. Votran Co of Volusia Express Routes Serving SunRail. (Votran route 31 and route 33) ((Reference 2045 Long Range Transportation Plan, Pages2-3 to 2-5, Pages 6-10 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| CAP | FTAT | 1,599,870 | 1,591,347 | 1,584,687 | 1,576,186 | 1,480,826 | 7,832,916 |
| CAP | SU | 1,599,870 | 1,591,347 | 1,584,687 | 1,576,186 | 1,480,826 | 7,832,916 |
| CAP | LF | 399,968 | 397,837 | 396,172 | 394,047 | 370,207 | 1,958,231 |
| Total | | 3,599,708 | 3,580,531 | 3,565,546 | 3,546,419 | 3,331,859 | 17,624,063 |

Prior Cost < 2022/23: 12,785,851

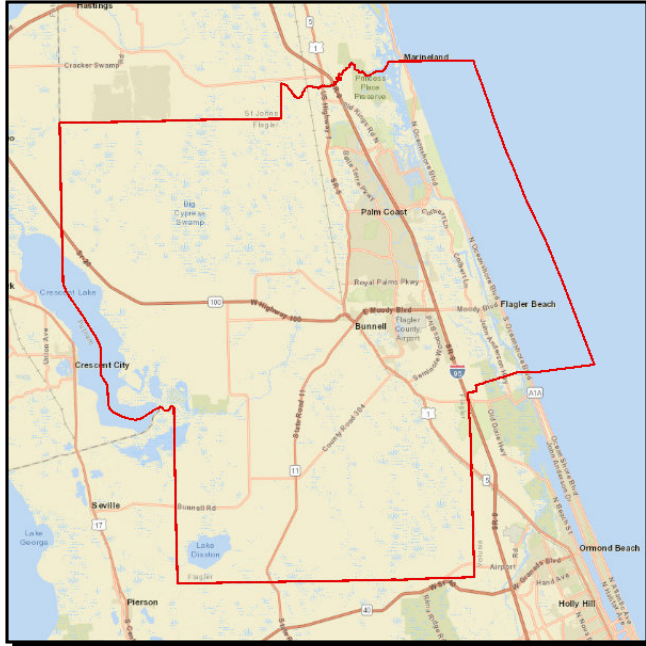
Future Cost > 2026/27: 0

Total Project Cost: 30,409,914

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, Pages 6-10 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------------|----------------|----------------|----------------|----------------|
| OPS | DU | 0 | 73,483 | 75,688 | 77,958 | 80,307 | 307,436 |
| OPS | LF | 0 | 73,483 | 75,688 | 77,958 | 80,307 | 307,436 |
| Total | | 0 | 146,966 | 151,376 | 155,916 | 160,614 | 614,872 |

Prior Cost < 2022/23: 393,842

Future Cost > 2026/27: 0

Total Project Cost: 1,008,714

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, Pages2-3 to 2-5, Pages 6-10 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| OPS | TRIP | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |
| Total | | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |

Prior Cost < 2022/23: 5,700,000

Future Cost > 2026/27: 0

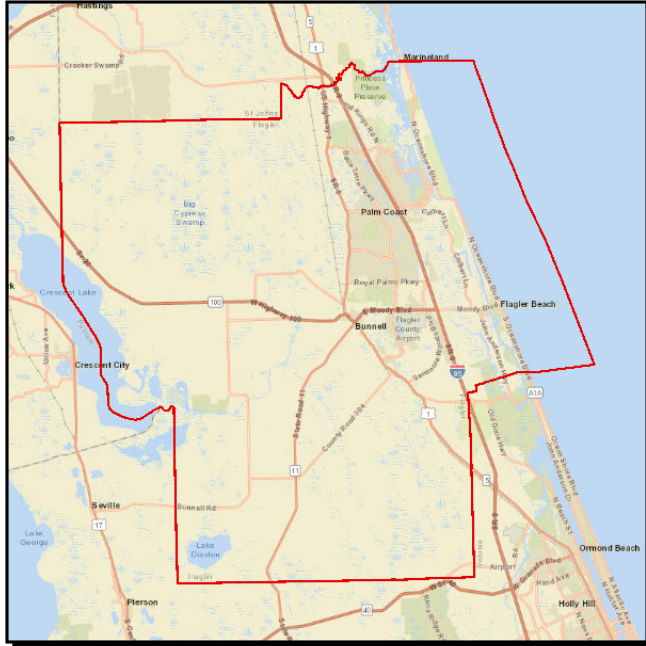
Total Project Cost: 10,700,000

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, Pages2-3 to 2-5, Pages 6-10 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|------------------|
| OPS | DPTO | 277,253 | 285,571 | 294,138 | 302,962 | 312,051 | 1,471,975 |
| OPS | LF | 277,253 | 285,571 | 294,138 | 302,962 | 312,051 | 1,471,975 |
| Total | | 554,506 | 571,142 | 588,276 | 605,924 | 624,102 | 2,943,950 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

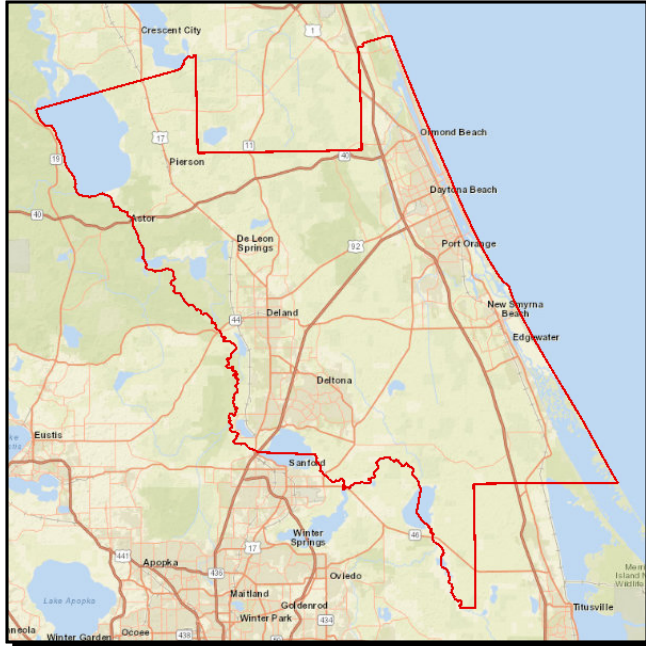
Total Project Cost: 2,943,950

Project Description: Block Grant Operating Assistance for Fixed Route Service. ((Reference 2045 Long Range Transportation Plan, Pages2-3 to 2-5, Pages 6-10 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| OPS | DPTO | 2,248,170 | 2,315,615 | 2,385,084 | 2,456,636 | 2,530,335 | 11,935,840 |
| OPS | DDR | 335,351 | 314,889 | 312,661 | 309,349 | 326,602 | 1,598,852 |
| OPS | LF | 2,248,170 | 2,315,615 | 2,385,084 | 2,456,636 | 2,530,335 | 11,935,840 |
| Total | | 4,831,691 | 4,946,119 | 5,082,829 | 5,222,621 | 5,387,272 | 25,470,532 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

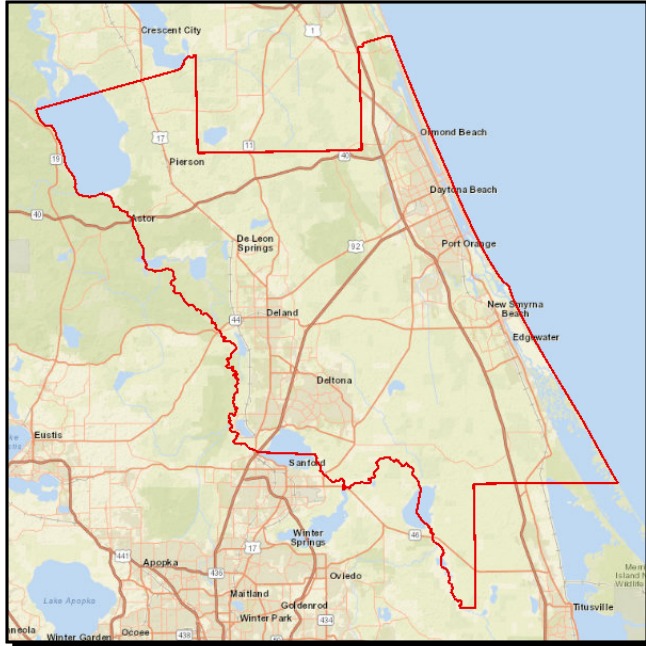
Total Project Cost: 25,470,532

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, Pages2-3 to 2-5, Pages 6-10 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------------|----------------|----------------|----------------|------------------|
| OPS | DU | 0 | 349,760 | 360,252 | 371,060 | 382,239 | 1,463,311 |
| OPS | LF | 0 | 349,760 | 360,252 | 371,060 | 382,239 | 1,463,311 |
| Total | | 0 | 699,520 | 720,504 | 742,120 | 764,478 | 2,926,622 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 2,926,622

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, Pages2-3 to 2-5, Pages 6-10 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 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 < 2022/23: 812,913

Future Cost > 2026/27: 0

Total Project Cost: 1,625,826

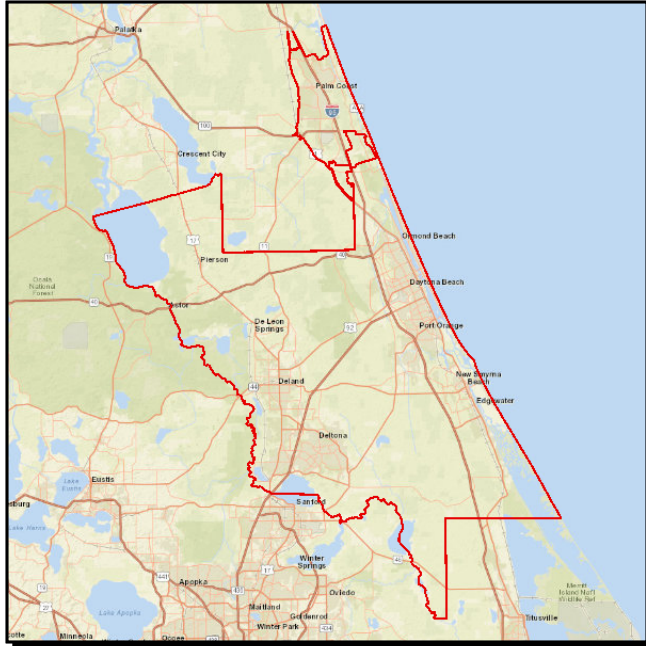
Project Description: Transit project that allocates funding for bus and bus facility improvements (Reference 2045 Long Range Transportation Plan, Pages2-3 to 2-5, Pages 6-10 and Appendix D).

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|----------------|------------|----------------|----------------|
| CST | SU | 0 | 0 | 227,184 | 0 | 0 | 227,184 |
| CST | TALU | 0 | 0 | 0 | 540 | 403,888 | 404,428 |
| Total | | 0 | 0 | 227,184 | 540 | 403,888 | 631,612 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 631,612

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)

4046182

RIVER TO SEA TPO BICYCLE/PEDESTRIAN SU/TALU

Non-SIS

No Map Available

| | | | | | | | |
|---------------|--|-----------------|--|---------|--------------------------------|--|--|
| Work Summary: | | BIKE PATH/TRAIL | | From: | River to Sea TPO Planning Area | | |
| | | | | To: | | | |
| Lead Agency: | | Managed by FDOT | | Length: | N/A | | |

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | SU | 105,385 | 136,293 | 0 | 0 | 0 | 241,678 |
| CST | TALU | 381 | 0 | 0 | 0 | 0 | 381 |
| Total | | 105,766 | 136,293 | 0 | 0 | 0 | 242,059 |

Prior Cost < 2022/23: 1,266,927
Future Cost > 2026/27: 0
Total Project Cost: 1,508,986
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4386361

OLD KINGS ROAD SOUTH MULTI-USE TRAIL FRM FLAGLER/VOL

Non-SIS



Work Summary:BIKE PATH/TRAIL

From:

To:

Lead Agency:MANAGED BY
FLAGLER COUNTY

0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|-----------|-----------|
| PE | TALT | 0 | 0 | 254,115 | 0 | 0 | 254,115 |
| PE | TALN | 0 | 0 | 25,885 | 0 | 0 | 25,885 |
| CST | TALT | 0 | 0 | 0 | 0 | 2,527,650 | 2,527,650 |
| Total | | 0 | 0 | 280,000 | 0 | 2,527,650 | 2,807,650 |

Prior Cost < 2022/23:0

Future Cost > 2026/27:0

Total Project Cost:2,807,650

Project Description:(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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CST | TLWR | 0 | 1,173,000 | 0 | 0 | 0 | 1,173,000 |
| Total | | 0 | 1,173,000 | 0 | 0 | 0 | 1,173,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| PE | DS | 0 | 0 | 50,000 | 0 | 0 | 50,000 |
| CST | TLWR | 0 | 0 | 0 | 5,889,944 | 0 | 5,889,944 |
| Total | | 0 | 0 | 50,000 | 5,889,944 | 0 | 5,939,944 |

Prior Cost < 2022/23:

2,349,000

Future Cost > 2026/27:

0

Total Project Cost:

8,288,944

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | TLWR | 0 | 1,947,914 | 0 | 0 | 0 | 1,947,914 |
| Total | | 0 | 1,958,474 | 0 | 0 | 0 | 1,958,474 |

Prior Cost < 2022/23: 2,152,758

Future Cost > 2026/27: 0

Total Project Cost: 4,111,232

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| CST | TLWR | 1,214,408 | 0 | 0 | 0 | 0 | 1,214,408 |
| CST | DDR | 403,617 | 0 | 0 | 0 | 0 | 403,617 |
| RRU | TLWR | 375,000 | 0 | 0 | 0 | 0 | 375,000 |
| Total | | 2,003,295 | 0 | 0 | 0 | 0 | 2,003,295 |

Prior Cost < 2022/23: 1,065,603
Future Cost > 2026/27: 0
Total Project Cost: 3,068,898
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4398653

SJR2C Loop Trail (Spruce Creek Rd) from S of Selin Cir to Herbert St Non-SIS



Work Summary:

BIKE PATH/TRAIL

From:

S of Selin Cir

To:

Herbert St

Lead Agency:

Responsible Agency Not Available

Length:

0.652 miles

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | TLWR | 421,600 | 0 | 0 | 0 | 0 | 421,600 |
| Total | | 421,600 | 0 | 0 | 0 | 0 | 421,600 |

Prior Cost < 2022/23:

226,720

Future Cost > 2026/27:

0

Total Project Cost:

648,320

Project Description:

Construct a multi-use trail (12' wide) along Spruce Creek Road from south of Selin Cir to Herbert Street. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4408521

Tomoka Elementary Connector Sidewalk

Non-SIS



Work Summary: SIDEWALK

From: at Tomoka Elementary School

To: at Tomoka Elementary

Lead Agency: City of Ormond Beach

Length: 0.65 mile

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | LF | 28,047 | 0 | 0 | 0 | 0 | 28,047 |
| CST | GFSU | 188,169 | 0 | 0 | 0 | 0 | 188,169 |
| Total | | 216,216 | 0 | 0 | 0 | 0 | 216,216 |

Prior Cost < 2022/23: 31,318

Future Cost > 2026/27: 0

Total Project Cost: 247,534

Project Description: New sidewalk/upgrade to pedestrian facilities along Old Tomoka Road in Ormond Beach. The proposed improvements will include the addition of pedestrian crossing facilities (crosswalk) as well as additional sidewalks to allow for pedestrian travel. These sidewalks will serve a large number of students walking and bicycling to Tomoka Elementary School. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

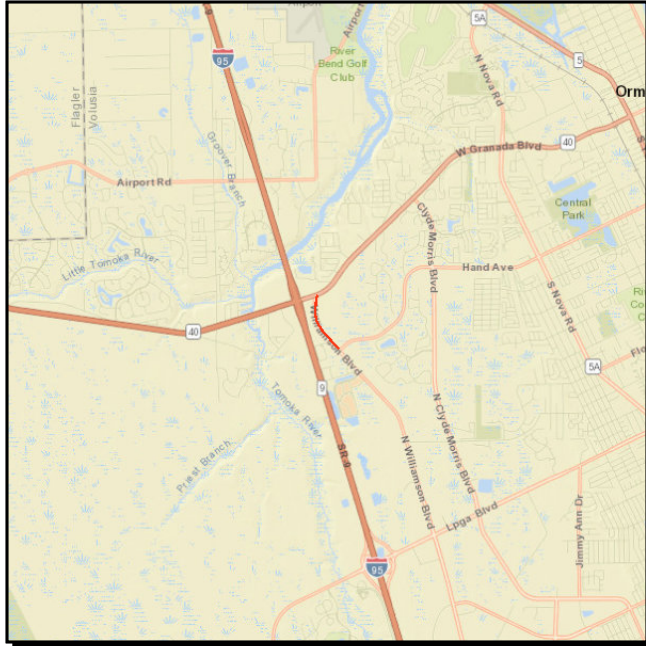
Non-SIS

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| CST | SU | 66,415 | 0 | 0 | 0 | 0 | 66,415 |
| Total | | 66,415 | 0 | 0 | 0 | 0 | 66,415 |

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CST | LF | 0 | 39,333 | 0 | 0 | 0 | 39,333 |
| CST | SU | 0 | 3,031 | 0 | 0 | 0 | 3,031 |
| CST | TALU | 0 | 355,961 | 0 | 0 | 0 | 355,961 |
| Total | | 0 | 398,325 | 0 | 0 | 0 | 398,325 |

Prior Cost < 2022/23: 34,415

Future Cost > 2026/27: 0

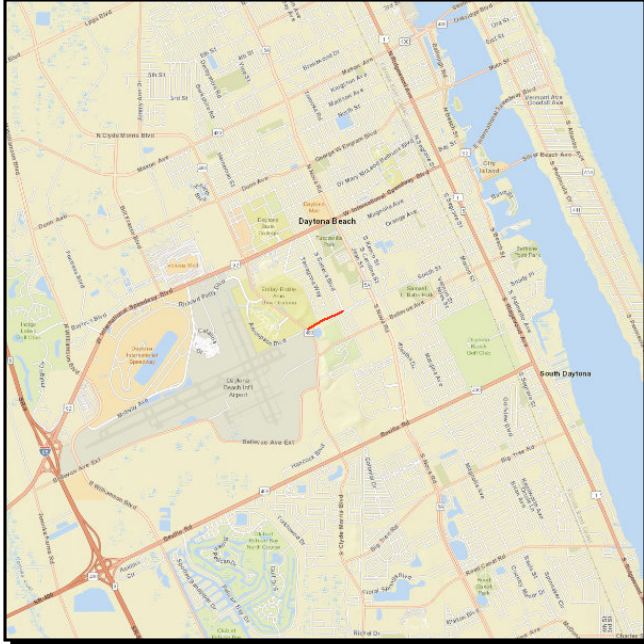
Total Project Cost: 432,740

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|----------|----------------|----------|----------------|
| CST | LF | 0 | 0 | 0 | 599,624 | 0 | 599,624 |
| CST | SU | 0 | 0 | 0 | 227,973 | 0 | 227,973 |
| Total | | 0 | 0 | 0 | 827,597 | 0 | 827,597 |

Prior Cost < 2022/23: 48,500

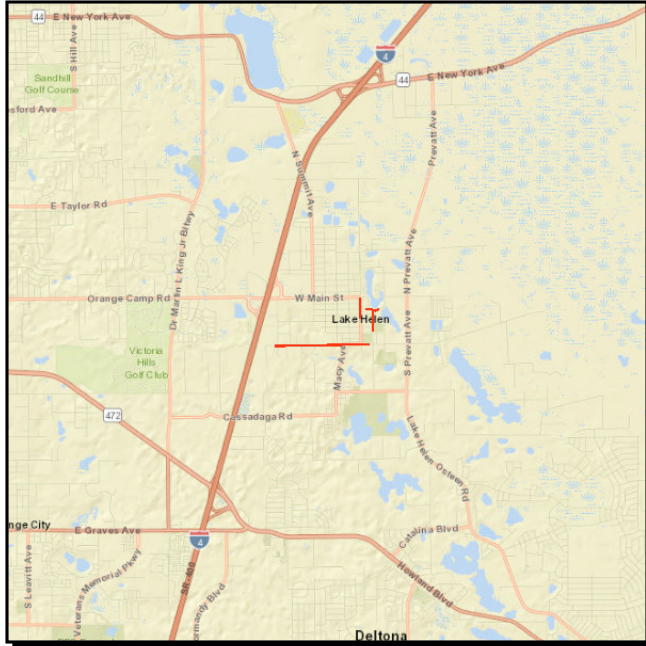
Future Cost > 2026/27: 0

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | SR2T | 631,450 | 0 | 0 | 0 | 0 | 631,450 |
| CST | SA | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| Total | | 636,450 | 0 | 0 | 0 | 0 | 636,450 |

Prior Cost < 2022/23: 92,500

Future Cost > 2026/27: 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, Appendix E)

4433941

CAMPBELL MIDDLE SCHOOL & TURIE T. SMALL ELEMENTARY

Non-SIS



Work Summary:

SIDEWALK

From:

To:

Lead Agency:

MANAGED BY CITY OF DAYTONA BEACH/PUB

Length:

0.549 miles

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | SR2T | 0 | 952,143 | 0 | 0 | 0 | 952,143 |
| Total | | 0 | 952,143 | 0 | 0 | 0 | 952,143 |

Prior Cost < 2022/23:

229,258

Future Cost > 2026/27:

0

Total Project Cost:

1,181,401

Project Description:

(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| PE | LF | 11,348 | 0 | 0 | 0 | 0 | 11,348 |
| PE | TALU | 107,130 | 0 | 0 | 0 | 0 | 107,130 |
| Total | | 118,478 | 0 | 0 | 0 | 0 | 118,478 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 118,478

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

| 4440332 | PORT ORANGE SIDEWALK GAPS | | | | | Non-SIS | | |
|-----------------------------|---------------------------|-------------|--------------------------------|---------|---------|---------|---------|---------|
| <div>No Map Available</div> | Work Summary: | | SIDEWALK | | From: | | | |
| | | | | | To: | | | |
| | Lead Agency: | | MANAGED BY CITY OF PORT ORANGE | | 0 | | | |
| | Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| | CST | LF | 0 | 0 | 47,065 | 0 | 0 | 47,065 |
| | CST | SU | 0 | 0 | 371,265 | 0 | 0 | 371,265 |
| | CST | TALU | 0 | 0 | 56,356 | 0 | 0 | 56,356 |
| | Total | | 0 | 0 | 474,686 | 0 | 0 | 474,686 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 474,686
Project Description: (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 | | |
|-----------------------------|---------------------------------|-------------|----------------------------|---------|---------|-----------|-----------|-----------|
| <div>No Map Available</div> | Work Summary: | | BIKE PATH/TRAIL | | From: | Tivoli Dr | | |
| | | | | | To: | Joyner Dr | | |
| | Lead Agency: | | MANAGED BY CITY OF DELTONA | | Length: | 2.350 | | |
| | Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| | CST | LF | 0 | 0 | 0 | 962,079 | 0 | 962,079 |
| | | | CST | SU | 0 | 0 | 0 | 2,196,385 |
| | | | CST | TALU | 0 | 0 | 0 | 419,481 |
| Total | | | 0 | | 0 | 0 | 3,577,945 | 0 |
| | | | | | | | | 3,577,945 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 3,577,945

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4456901

SR A1A from N of Ocean Marina Dr to S of Westmayer PI

Non-SIS



Work Summary: SAFETY PROJECT **From:** N of Ocean Marina Dr
To: S of Westmayer PI
Lead Agency: Managed by FDOT **Length:** 0.385 miles

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CST | ACSS | 1,606,801 | 0 | 0 | 0 | 0 | 1,606,801 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| Total | | 1,617,071 | 0 | 0 | 0 | 0 | 1,617,071 |

Prior Cost < 2022/23:

466,065

Future Cost > 2026/27:

0

Total Project Cost:

2,083,136

Project Description:

Provide an unsignalized mid-block pedestrian crossing and traffic calming measures, lighting, and roadside improvements.
((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)1, and table 31 on pg 72)

4462851

WILLOW RUN BOULEVARD FROM HARMS WAY TO CLYDE MORRIS Non-SIS



Work Summary: SIDEWALK **From:**

To:

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

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | SU | 108,100 | 0 | 0 | 0 | 0 | 108,100 |
| PE | LF | 11,900 | 0 | 0 | 0 | 0 | 11,900 |
| Total | | 120,000 | 0 | 0 | 0 | 0 | 120,000 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| PE | SU | 0 | 371,640 | 0 | 0 | 0 | 371,640 |
| PE | LF | 0 | 40,737 | 0 | 0 | 0 | 40,737 |
| CST | LF | 0 | 0 | 0 | 226,176 | 0 | 226,176 |
| CST | SU | 0 | 0 | 0 | 1,858,625 | 0 | 1,858,625 |
| CST | TALU | 0 | 0 | 0 | 413,066 | 0 | 413,066 |
| Total | | 0 | 412,377 | 0 | 2,497,867 | 0 | 2,910,244 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 2,910,244

Project Description: (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

No Map Available

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

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | LF | 13,859 | 0 | 0 | 0 | 0 | 13,859 |
| PE | TALU | 129,731 | 0 | 0 | 0 | 0 | 129,731 |
| CST | TALU | 0 | 0 | 363,469 | 0 | 0 | 363,469 |
| Total | | 143,590 | 0 | 363,469 | 0 | 0 | 507,059 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 507,059
Project Description: (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



Work Summary: PEDESTRIAN SAFETY IMPROVEMENT
From: SR 600 (US 92)
To: at Lockhart St
Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------------|---------------|----------------|----------|------------------|
| ROW | DS | 0 | 20,000 | 0 | 0 | 0 | 20,000 |
| ROW | DIH | 0 | 16,000 | 17,000 | 17,000 | 0 | 50,000 |
| ROW | DDR | 0 | 218,545 | 19,000 | 0 | 0 | 237,545 |
| CST | ACSS | 0 | 0 | 0 | 694,115 | 0 | 694,115 |
| Total | | 0 | 254,545 | 36,000 | 711,115 | 0 | 1,001,660 |

Prior Cost < 2022/23: 633,408

Future Cost > 2026/27: 0

Total Project Cost: 1,635,068

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. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Pages 6-34 to 6-37).

4479631

EAST COAST GREENWAY FROM SR 44 / LYTLE AVE TO US 1

Non-SIS



Work Summary:BIKE PATH/TRAIL

From:

To:

Lead Agency:Responsible Agency Not Available

0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PDE | TLWR | 750,000 | 0 | 0 | 0 | 0 | 750,000 |
| Total | | 750,000 | 0 | 0 | 0 | 0 | 750,000 |

Prior Cost < 2022/23:0

Future Cost > 2026/27:0

Total Project Cost:750,000

Project Description:(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | LF | 19,718 | 0 | 0 | 0 | 0 | 19,718 |
| PE | TALU | 182,466 | 0 | 0 | 0 | 0 | 182,466 |
| Total | | 202,184 | 0 | 0 | 0 | 0 | 202,184 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 202,184
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4487722

WILLIAMSON BLVD/WILLOW RUN BLVD FROM S OF TOWN PARK DRNon-SIS



Work Summary:

SIDEWALK

From:

To:

Lead Agency:

MANAGED BY CITY OF
PORT ORANGE

Length:

0.758

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | LF | 0 | 0 | 66,952 | 0 | 0 | 66,952 |
| CST | SU | 0 | 0 | 608,390 | 0 | 0 | 608,390 |
| Total | | 0 | 0 | 675,342 | 0 | 0 | 675,342 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

675,342

Project Description:

(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4487861

US-1 FROM AIRPORT BLVD TO BROADWAY AVE

Non-SIS



Work Summary:

BIKE PATH/TRAIL

From:

To:

Lead Agency:

MANAGED BY CITY OF ORMOND BEACH

Length:

4.339

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | SU | 0 | 434,400 | 0 | 0 | 0 | 434,400 |
| Total | | 0 | 434,400 | 0 | 0 | 0 | 434,400 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

434,400

Project Description:

(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-5 (Table 6-1), Page 6-11 (Table 6-16))

4502471

PONCE INLET MOBILITY-S PENINSULA DRIVE SIDEWALK

Non-SIS



Work Summary: SIDEWALK **From:**

To:

Lead Agency: Managed by VOLUSIA COUNTY **Length:** 2.963

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| PE | SU | 0 | 0 | 0 | 808,010 | 0 | 808,010 |
| PE | LF | 0 | 0 | 0 | 15,734 | 0 | 15,734 |
| Total | | 0 | 0 | 0 | 823,744 | 0 | 823,744 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 823,744
Project Description: Mobility Improvements along S Peninsula Drive. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4502651

SR 5 (US 1) TRAILHEAD FOR LEHIGH RAIL TRAIL

Non-SIS

No Map Available

Work Summary:

PARKING FACILITY

From:

To:

Lead Agency:

MANAGED BY
FLAGLER COUNTY

0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|-----------|-----------|
| PE | TALN | 0 | 0 | 220,000 | 0 | 0 | 220,000 |
| CST | TALT | 0 | 0 | 0 | 0 | 767,529 | 767,529 |
| CST | TALN | 0 | 0 | 0 | 0 | 236,551 | 236,551 |
| Total | | 0 | 0 | 220,000 | 0 | 1,004,080 | 1,224,080 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 1,224,080

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

4502661

PEDESTRIAN / MULTI-USE BRIDGE OVER US1

Non-SIS



Work Summary: BIKE PATH/TRAIL **From:**

To:

Lead Agency: MANAGED BY FLAGLER COUNTY 0

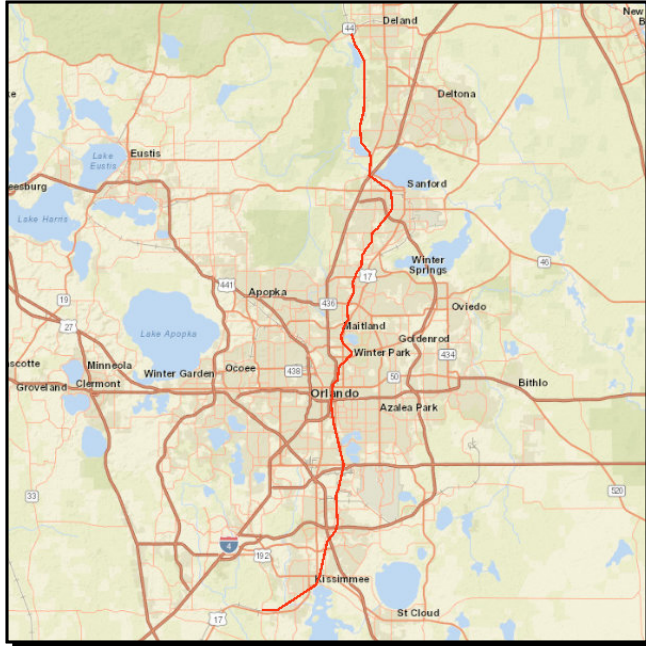
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| PE | TALT | 0 | 1,500,000 | 0 | 0 | 0 | 1,500,000 |
| PE | TALN | 0 | 10,473 | 0 | 0 | 0 | 10,473 |
| Total | | 0 | 1,510,473 | 0 | 0 | 0 | 1,510,473 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 1,510,473
Project Description: Pedestrian Multi-Use Bridge over US 1 in Flagler County. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-18, Page 6-34 to 6-35, Appendix E)

Section VIII - Port, Rail & Freight Projects

4129942

Central Florida Commuter Rail System Eng/Admin/Marketing & Prof 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|------------------|----------|----------|----------|-------------------|
| PE | DDR | 6,701,750 | 0 | 0 | 0 | 0 | 6,701,750 |
| PD&E | DDR | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 |
| PE | DPTO | 441,231 | 1,750 | 0 | 0 | 0 | 442,981 |
| PD&E | DPTO | 0 | 1,500,000 | 0 | 0 | 0 | 1,500,000 |
| Total | | 8,642,981 | 1,501,750 | 0 | 0 | 0 | 10,144,731 |

Prior Cost < 2022/23: 58,193,850

Future Cost > 2026/27: 0

Total Project Cost: 68,338,581

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)

4129944

Central Florida Commuter Rail System

SIS

No Map
Available

Work Summary: FIXED GUIDEWAY IMPROVEMENTS

From: DeLand Station (future)

To: Poinciana Station in Osceola Cnty (future)

Lead Agency: Florida Department of Transportation

Length: 60.280 miles

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|-------------------|----------|----------|----------|----------|-------------------|
| CST | TRIP | 9,977,266 | 0 | 0 | 0 | 0 | 9,977,266 |
| PE | TRIP | 4,035,890 | 0 | 0 | 0 | 0 | 4,035,890 |
| Total | | 14,013,156 | 0 | 0 | 0 | 0 | 14,013,156 |

Prior Cost < 2022/23: 98,786,000

Future Cost > 2026/27: 0

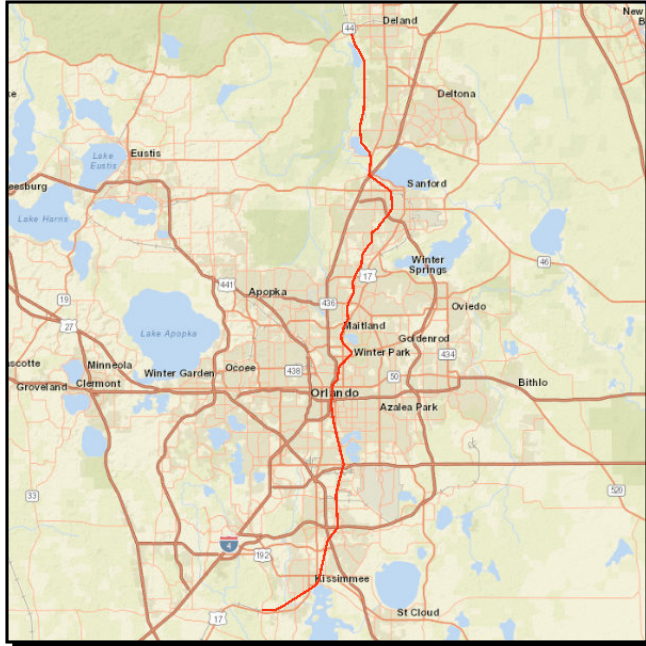
Total Project Cost: 112,799,156

Project Description: Central Florida Commuter Rail System (SunRail) purchase of panels, rails, ties, signal, noise walls and other equipment needed (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4129948

Central Florida Commuter Rail System

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|-------------------|-------------------|----------|----------|----------|-------------------|
| OPS | TRIP | 9,326,639 | 3,228,137 | 0 | 0 | 0 | 12,554,776 |
| OPS | DFTA | 21,269,191 | 0 | 0 | 0 | 0 | 21,269,191 |
| OPS | DS | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 |
| OPS | DDR | 9,556,065 | 0 | 0 | 0 | 0 | 9,556,065 |
| CAP | TRIP | 2,561,364 | 0 | 0 | 0 | 0 | 2,561,364 |
| OPS | DUCA | 10,573,358 | 0 | 0 | 0 | 0 | 10,573,358 |
| OPS | SROM | 7,843,631 | 0 | 0 | 0 | 0 | 7,843,631 |
| OPS | DPTO | 0 | 12,498,250 | 0 | 0 | 0 | 12,498,250 |
| Total | | 63,130,248 | 15,726,387 | 0 | 0 | 0 | 78,856,635 |

Prior Cost < 2022/23: 354,380,000

Future Cost > 2026/27: 0

Total Project Cost: 433,236,635

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

4234461

Central Florida Commuter Rail System Phase II North

SIS



Work Summary:

FIXED GUIDEWAY
IMPROVEMENTS

From:

DeLand Station (future)

To:

Poinciana Station in Osceola Cnty
(future)

Lead Agency:

Florida Department of
Transportation

Length:

60.280 miles

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | FTA | 4,950,907 | 0 | 0 | 0 | 0 | 4,950,907 |
| Total | | 4,950,907 | 0 | 0 | 0 | 0 | 4,950,907 |

Prior Cost < 2022/23: 125,882,000

Future Cost > 2026/27: 0

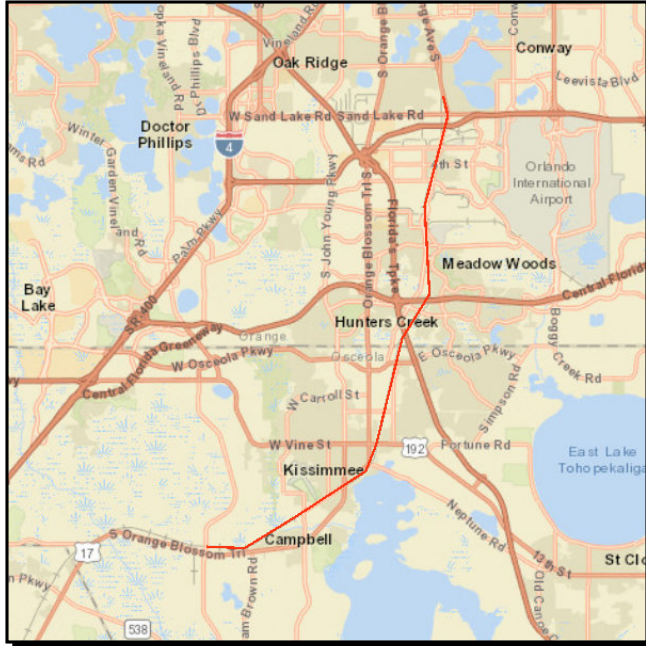
Total Project Cost: 130,832,907

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

4234469

Central FI Commuter Rail System Phase II South

SIS



Work Summary: FIXED GUIDEWAY IMPROVEMENTS

From: Sand Lake Road

To: Poinciana Blvd

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | F001 | 1,042,800 | 0 | 0 | 0 | 0 | 1,042,800 |
| Total | | 1,042,800 | 0 | 0 | 0 | 0 | 1,042,800 |

Prior Cost < 2022/23: 200,228,000

Future Cost > 2026/27: 0

Total Project Cost: 201,270,800

Project Description: Central Florida Commuter Rail System - Phase II South (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4259391

Central FI Commuter Rail System Phase II South

SIS



Work Summary: From:
To:

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| OPS | LFB | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |
| Total | | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |

Prior Cost < 2022/23: 5,000,000
Future Cost > 2026/27: 0
Total Project Cost: 10,000,000
Project Description: Central Florida Commuter Rail System (SunRail) - Self Insurance Retention Fund (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5, Page 6-14 (Table 6-9), Page 6-18 and Appendix D)

4259841

Central Florida Commuter Rail System

SIS

No Map
Available

Work Summary: INTERMODAL HUB
CAPACITY

Lead Agency: Florida Department of
Transportation

From: DeLand Station (future)

To: Poinciana Station in Osceola Cnty
(future)

Length: 60.280 miles

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|-------------------|------------------|----------|----------|----------|-------------------|
| OPS | TRIP | 835,929 | 3,303 | 0 | 0 | 0 | 839,232 |
| OPS | DFTA | 812,359 | 0 | 0 | 0 | 0 | 812,359 |
| OPS | DPTO | 1,333,485 | 0 | 0 | 0 | 0 | 1,333,485 |
| OPS | LF | 282,230 | 0 | 0 | 0 | 0 | 282,230 |
| OPS | NSTP | 774,497 | 0 | 0 | 0 | 0 | 774,497 |
| OPS | FTA | 279,591 | 0 | 0 | 0 | 0 | 279,591 |
| OPS | DS | 605,969 | 0 | 0 | 0 | 0 | 605,969 |
| OPS | DDR | 841,615 | 0 | 0 | 0 | 0 | 841,615 |
| OPS | DUCA | 2,611,125 | 0 | 0 | 0 | 0 | 2,611,125 |
| OPS | STED | 698 | 0 | 0 | 0 | 0 | 698 |
| OPS | SROM | 1,140,767 | 2,450,278 | 0 | 0 | 0 | 3,591,045 |
| OPS | LFB | 7,530,930 | 0 | 0 | 0 | 0 | 7,530,930 |
| Total | | 17,049,195 | 2,453,581 | 0 | 0 | 0 | 19,502,776 |

Prior Cost < 2022/23: 3,570,000

Future Cost > 2026/27: 0

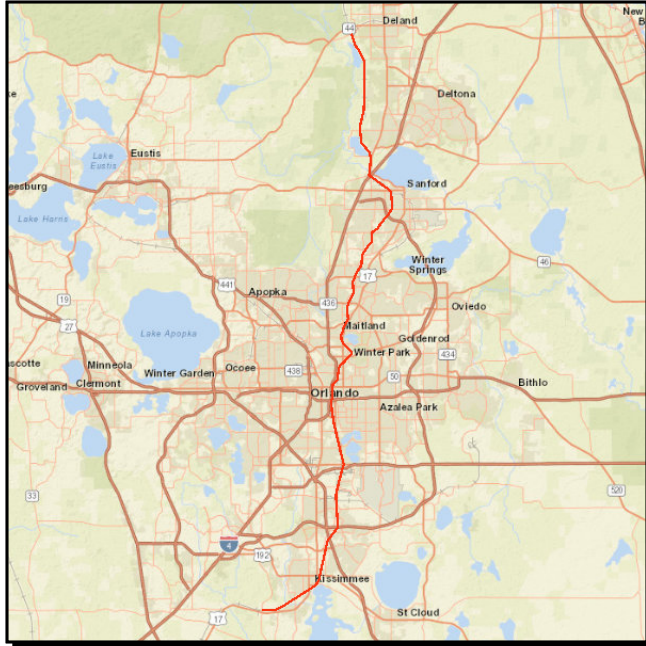
Total Project Cost: 23,072,776

Project Description: Central Florida Commuter Rail System (SunRail) Operations Contingency (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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------|------------------|
| ADM | D | 750,000 | 750,000 | 750,000 | 750,000 | 0 | 3,000,000 |
| Total | | 750,000 | 750,000 | 750,000 | 750,000 | 0 | 3,000,000 |

Prior Cost < 2022/23: 6,049,000

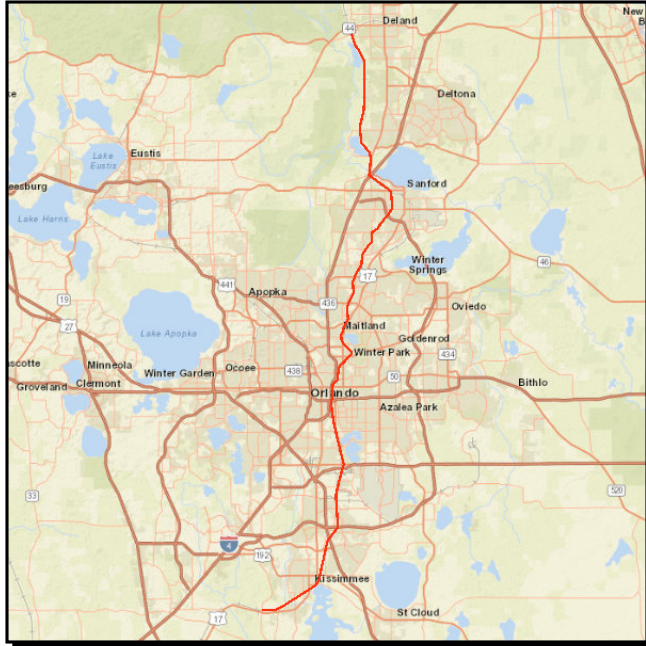
Future Cost > 2026/27: 0

Total Project Cost: 9,049,000

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|------------------|----------|----------|----------|-------------------|
| MNT | D | 6,300,000 | 6,300,000 | 0 | 0 | 0 | 12,600,000 |
| Total | | 6,300,000 | 6,300,000 | 0 | 0 | 0 | 12,600,000 |

Prior Cost < 2022/23: 50,397,000

Future Cost > 2026/27: 0

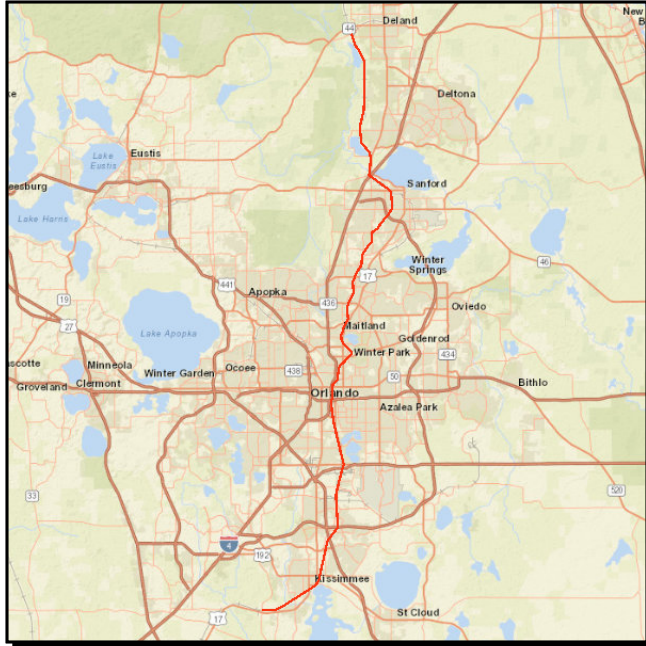
Total Project Cost: 62,997,000

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

4368803

Central FI Commuter Rail System

Non-SIS



Work Summary: RAIL REVENUE/OPERATIONA
From: DeBary
To: Poinciana Station in Osceola County

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|------------------|----------|----------|----------|------------------|
| OPS | DDR | 1,000,000 | 0 | 0 | 0 | 0 | 1,000,000 |
| OPS | DPTO | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 |
| Total | | 1,000,000 | 1,000,000 | 0 | 0 | 0 | 2,000,000 |

Prior Cost < 2022/23: 3,090,000

Future Cost > 2026/27: 0

Total Project Cost: 5,090,000

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

4420651

Central FI Commuter Rail Sys Positive Train Control Maintenance

SIS

No Map
Available

Work Summary: INTERMODAL HUB
CAPACITY

From:

To:

Lead Agency: Florida Department of
Transportation

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|-------------------|------------------|----------|----------|----------|-------------------|
| OPS | DFTA | 10,000,000 | 0 | 0 | 0 | 0 | 10,000,000 |
| OPS | DDR | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| OPS | TRIP | 0 | 3,200,000 | 0 | 0 | 0 | 3,200,000 |
| Total | | 13,000,000 | 3,200,000 | 0 | 0 | 0 | 16,200,000 |

Prior Cost < 2022/23: 20,947,000

Future Cost > 2026/27: 0

Total Project Cost: 37,147,000

Project Description: Central Florida Commuter Rail System (SunRail) - Positive Train Control (PTC) Maintenance. (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 SIS



Work Summary: INTERMODAL HUB CAPACITY
From:
To:

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|------------|---------|---------|---------|---------|------------|
| CAP | DS | 4,593,938 | 0 | 0 | 0 | 0 | 4,593,938 |
| CAP | DPTO | 18,456,949 | 0 | 0 | 0 | 0 | 18,456,949 |
| Total | | 23,050,887 | 0 | 0 | 0 | 0 | 23,050,887 |

Prior Cost < 2022/23: 7,642,000

Future Cost > 2026/27: 0

Total Project Cost: 30,692,887

Project Description: Central Florida Commuter Rail System (SunRail) - Capital for 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)

Section IX - Locally Funded Projects - Information Only

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CST | PFS | 289,000 | 0 | 0 | 0 | 0 | 289,000 |
| Total | | 289,000 | 0 | 0 | 0 | 0 | 289,000 |

Prior Cost < 2022/23: 7,909,000

Future Cost > 2026/27: 0

Total Project Cost: 8,198,000

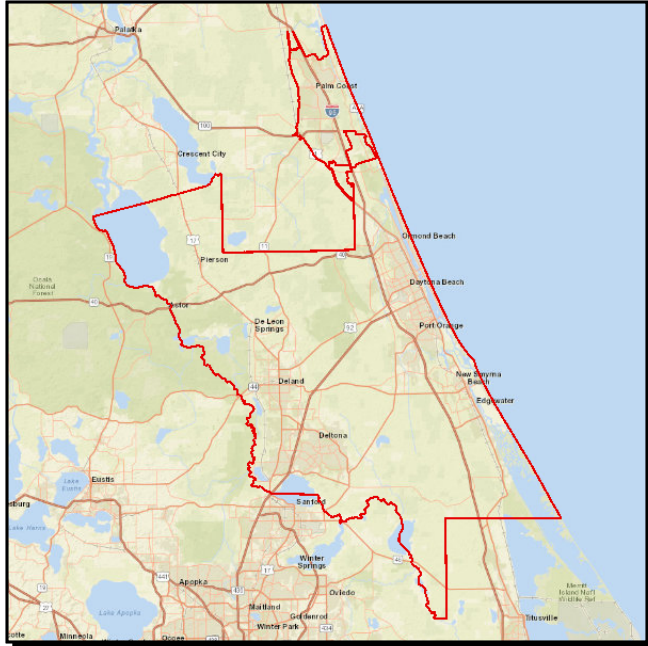
Project Description: Williamson Boulevard widening from 2 lanes to 4 lanes between Strickland Range Road and Hand Avenue. (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

Section X - Transportation Planning/Studies

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|------------------|----------|----------|----------|------------------|
| PLN | SU | 200,000 | 200,000 | 0 | 0 | 0 | 400,000 |
| PLN | PL | 1,381,123 | 1,236,745 | 0 | 0 | 0 | 2,617,868 |
| Total | | 1,581,123 | 1,436,745 | 0 | 0 | 0 | 3,017,868 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 3,017,868

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|-----------|-----------|---------|-----------|
| PLN | SU | 0 | 0 | 200,000 | 200,000 | 0 | 400,000 |
| PLN | PL | 0 | 0 | 1,254,724 | 1,273,062 | 0 | 2,527,786 |
| Total | | 0 | 0 | 1,454,724 | 1,473,062 | 0 | 2,927,786 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

2,927,786

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)

4393336

RIVER TO SEA TPO URBAN AREA FY 2026/2027-2027/2028 UPWP

Non-SIS



Work Summary:

TRANSPORTATION
PLANNING

From:

To:

Lead Agency:

Responsible Agency Not
Available

0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|----------------|---------|---------|---------|---------|-----------|-----------|
| PLN | PL | 0 | 0 | 0 | 0 | 1,273,062 | 1,273,062 |
| Total | | 0 | 0 | 0 | 0 | 1,273,062 | 1,273,062 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

1,273,062

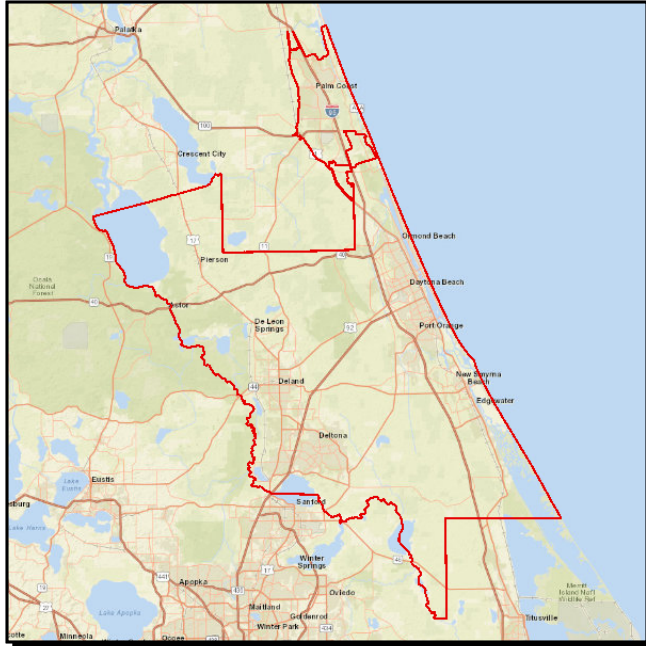
Project Description:

Funding allocations in FY 2022/23 and 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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------|------------------|
| PLN | DU | 308,625 | 312,669 | 369,749 | 369,749 | 0 | 1,360,792 |
| PLN | DPTO | 38,579 | 39,084 | 46,219 | 46,219 | 0 | 170,101 |
| PLN | LF | 38,579 | 39,084 | 46,219 | 46,219 | 0 | 170,101 |
| Total | | 385,783 | 390,837 | 462,187 | 462,187 | 0 | 1,700,994 |

Prior Cost < 2022/23: 380,875

Future Cost > 2026/27: 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)

Section XI - Miscellaneous Projects

4501291

DELAND DISTRICT HEADQUARTERS OFFICE ELEVATORS PUMP

Non-SIS



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

To:

Lead Agency: Managed by FDOT 0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------|----------------|
| CST | FCO | 175,000 | 175,000 | 175,000 | 175,000 | 0 | 700,000 |
| Total | | 175,000 | 175,000 | 175,000 | 175,000 | 0 | 700,000 |

Prior Cost < 2022/23: 105,000
Future Cost > 2026/27: 0
Total Project Cost: 805,000
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501311

DELAND DISTRICT HEADQUARTERS OFFICE PARKING LOT

Non-SIS

No Map Available

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

To:

| | | |
|---------------------|-----------------|---|
| Lead Agency: | Managed by FDOT | 0 |
|---------------------|-----------------|---|

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| MNT | D | 70,000 | 0 | 0 | 0 | 0 | 70,000 |
| Total | | 70,000 | 0 | 0 | 0 | 0 | 70,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 70,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501321

DELAND DISTRICT HEADQUARTERS OFFICE PRESSURE WASHING Non-SIS



| | | | | | | | |
|---------------|-------------|----------------------|---------|---------|---------|---------|--------|
| Work Summary: | | FIXED CAPITAL OUTLAY | | | | | |
| | | From: | | | | | |
| | | To: | | | | | |
| Lead Agency: | | Managed by FDOT | | | | | |
| | | 0 | | | | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| MNT | D | 0 | 0 | 0 | 0 | 20,000 | 20,000 |
| Total | | 0 | 0 | 0 | 0 | 20,000 | 20,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 20,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501361

DELAND DISTRICT HEADQUARTERS OFFICE WALLPAPER

Non-SIS



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

To:

Lead Agency: Managed by FDOT 0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| MNT | D | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| Total | | 40,000 | 0 | 0 | 0 | 0 | 40,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 40,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501381

DELAND DISTRICT HEADQUARTER OFFICE APPLY

Non-SIS



| | | | | | | | |
|----------------------|--------------------|----------------------|----------------|----------------|----------------|----------------|----------------|
| Work Summary: | | FIXED CAPITAL OUTLAY | | | | | |
| | | From: | | | | | |
| | | To: | | | | | |
| Lead Agency: | | Managed by FDOT | | | | | |
| | | 0 | | | | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| MNT | D | 0 | 0 | 100,000 | 0 | 0 | 100,000 |
| Total | | 0 | 0 | 100,000 | 0 | 0 | 100,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 100,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501391

DELAND DISTRICT HEADQUARTER OFFICE TILE 1ST FLOOR LOBBY Non-SIS



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

To:

Lead Agency: Managed by FDOT 0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| MNT | D | 0 | 0 | 0 | 70,000 | 0 | 70,000 |
| Total | | 0 | 0 | 0 | 70,000 | 0 | 70,000 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 70,000
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501461

KEPLER COMPLEX CONCRETE DRIVE REPLACEMENT EAST SIDE

Non-SIS



| | | | | | | | |
|---------------|-------------|----------------------|---------|---------|---------|---------|--------|
| Work Summary: | | FIXED CAPITAL OUTLAY | | | | | |
| | | From: | | | | | |
| | | To: | | | | | |
| Lead Agency: | | Managed by FDOT | | | | | |
| | | 0 | | | | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| MNT | D | 0 | 0 | 0 | 0 | 60,000 | 60,000 |
| Total | | 0 | 0 | 0 | 0 | 60,000 | 60,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 60,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501481

KEPLER COMPLEX FIRE ALARM SYSTEM UPGRADE

Non-SIS



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

To:

Lead Agency: Managed by FDOT 0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| CST | FCO | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| Total | | 50,000 | 0 | 0 | 0 | 0 | 50,000 |

Prior Cost < 2022/23: 19,415
Future Cost > 2026/27: 0
Total Project Cost: 69,415
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501501

KEPLER COMPLEX REDO DUCT WORK BETWEEN AC 1 & 2

Non-SIS



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

To:

Lead Agency: Managed by FDOT 0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| MNT | D | 0 | 0 | 12,000 | 0 | 0 | 12,000 |
| Total | | 0 | 0 | 12,000 | 0 | 0 | 12,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 12,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501531

KEPLER COMPLEX SECURITY - INTEGRATED ELECTRONIC

Non-SIS



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

To:

Lead Agency: Managed by FDOT 0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| CST | FCO | 30,000 | 0 | 0 | 0 | 0 | 30,000 |
| Total | | 30,000 | 0 | 0 | 0 | 0 | 30,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 30,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501551

KEPLER COMPLEX STAIRS REPLACEMENT CREW BUILDING

Non-SIS



| | | | | | | | |
|---------------|-------------|----------------------------|---------|---------|---------|---------|--------|
| Work Summary: | | FIXED CAPITAL OUTLAY From: | | | | | |
| | | To: | | | | | |
| Lead Agency: | | Managed by FDOT | | | | | |
| | | 0 | | | | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| MNT | D | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| Total | | 0 | 0 | 0 | 50,000 | 0 | 50,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 50,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501561

KEPLER COMPLEX UNINTERRUPTIBLE POWER SUPPLY

Non-SIS



| Work Summary: | | FIXED CAPITAL OUTLAY From: | | | | | |
|---------------|-------------|----------------------------|---------|---------|---------|---------|--------|
| | | To: | | | | | |
| Lead Agency: | | Managed by FDOT | | | | | |
| | | 0 | | | | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| MNT | D | 0 | 0 | 10,000 | 0 | 0 | 10,000 |
| Total | | 0 | 0 | 10,000 | 0 | 0 | 10,000 |

Prior Cost < 2022/23:0

Future Cost > 2026/27:0

Total Project Cost:10,000

Project Description:(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4501571

LEESBURB OPERATIONS CENTER EXHAUSE FANS FOR

Non-SIS



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

To:

Lead Agency: Managed by FDOT 0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|---------|---------|---------|---------|---------|--------|
| MNT | D | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| Total | | 50,000 | 0 | 0 | 0 | 0 | 50,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 50,000

Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

Section XII - Aviation Projects

Non-SIS



AVIATION PRESERVATION

To:

City of DeLand

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------------|------------------|----------|----------|------------------|
| CAP | DPTO | 0 | 220,000 | 0 | 0 | 0 | 220,000 |
| CAP | LF | 0 | 55,000 | 280,000 | 0 | 0 | 335,000 |
| CAP | DDR | 0 | 0 | 1,120,000 | 0 | 0 | 1,120,000 |
| Total | | 0 | 275,000 | 1,400,000 | 0 | 0 | 1,675,000 |

Project Description: Resurfacing runway 5-23 with new asphalt, full length. (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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CAP | DDR | 1,180,000 | 0 | 0 | 0 | 0 | 1,180,000 |
| CAP | LF | 295,000 | 0 | 0 | 0 | 0 | 295,000 |
| Total | | 1,475,000 | 0 | 0 | 0 | 0 | 1,475,000 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

1,475,000

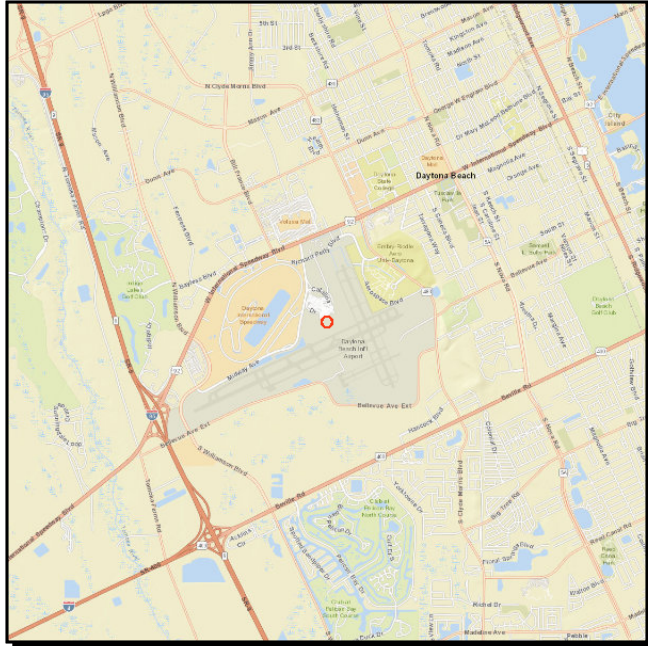
Project Description:

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|------------------|----------|----------|----------|------------------|
| CAP | DDR | 369,115 | 1,860,250 | 0 | 0 | 0 | 2,229,365 |
| CAP | LF | 369,115 | 2,000,000 | 0 | 0 | 0 | 2,369,115 |
| CAP | DPTO | 0 | 139,750 | 0 | 0 | 0 | 139,750 |
| Total | | 738,230 | 4,000,000 | 0 | 0 | 0 | 4,738,230 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

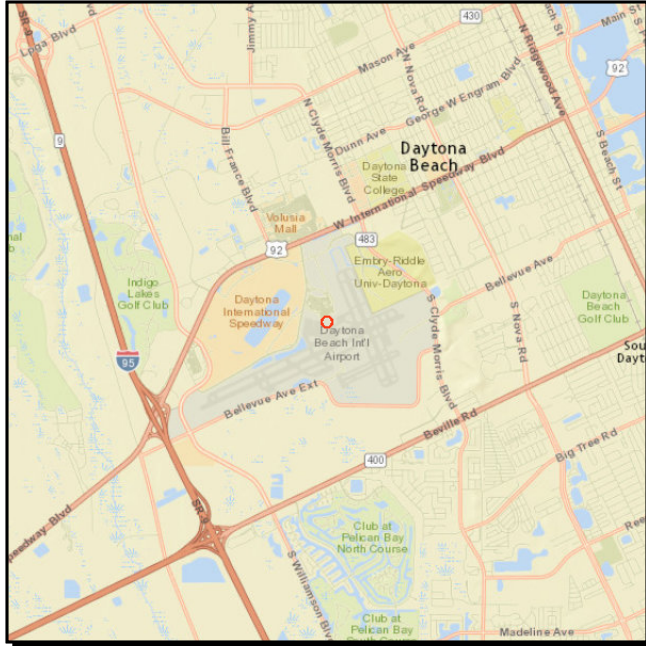
Total Project Cost: 4,738,230

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|----------|----------------|----------|----------------|
| CAP | DPTO | 0 | 0 | 0 | 100,000 | 0 | 100,000 |
| CAP | LF | 0 | 0 | 0 | 100,000 | 0 | 100,000 |
| Total | | 0 | 0 | 0 | 200,000 | 0 | 200,000 |

Prior Cost < 2022/23: 0

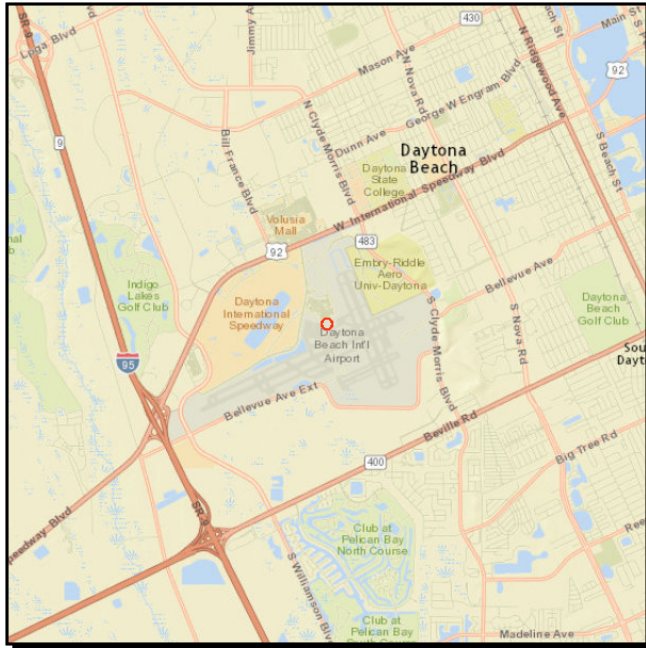
Future Cost > 2026/27: 0

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|------------------|----------|----------|------------------|
| CAP | DPTO | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| CAP | LF | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| CAP | FAA | 0 | 0 | 2,700,000 | 0 | 0 | 2,700,000 |
| Total | | 0 | 0 | 3,000,000 | 0 | 0 | 3,000,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 3,000,000

Project Description: Rehabilitate Runway 16-34 and the associated taxiway's electrical systems. The TPO's support for aviation is expressed in the vision statement, goals, and objectives of the 2040 Long Range Transportation Plan ((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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| CAP | DDR | 500,000 | 900,000 | 0 | 0 | 0 | 1,400,000 |
| CAP | LF | 125,000 | 225,000 | 0 | 0 | 0 | 350,000 |
| Total | | 625,000 | 1,125,000 | 0 | 0 | 0 | 1,750,000 |

Prior Cost < 2022/23:

500,000

Future Cost > 2026/27:

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| CAP | DDR | 0 | 0 | 0 | 960,000 | 0 | 960,000 |
| CAP | LF | 0 | 0 | 0 | 240,000 | 0 | 240,000 |
| Total | | 0 | 0 | 0 | 1,200,000 | 0 | 1,200,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

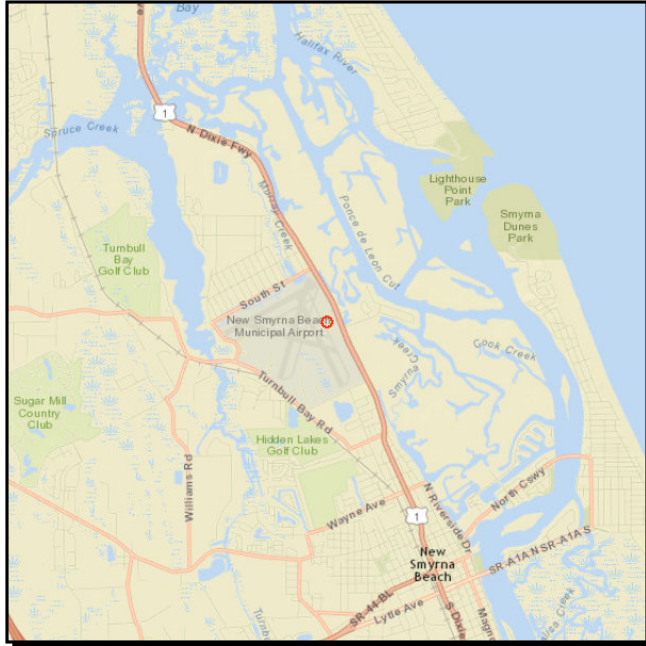
Total Project Cost: 1,200,000

Project Description: This project will replace T-Hangars B and C. ((Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5))

4384701

Volusia - New Smyrna Construct Hangars

Non-SIS



Work Summary: AVIATION

From: at New Smyrna Beach Municipal Airport

To:

Lead Agency: City of New Smyrna Beach

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CAP | DDR | 640,000 | 0 | 0 | 0 | 0 | 640,000 |
| CAP | LF | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| Total | | 800,000 | 0 | 0 | 0 | 0 | 800,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CAP | DPTO | 0 | 560,000 | 0 | 0 | 0 | 560,000 |
| CAP | LF | 0 | 140,000 | 0 | 0 | 0 | 140,000 |
| CAP | FAA | 0 | 6,300,000 | 0 | 0 | 0 | 6,300,000 |
| Total | | 0 | 7,000,000 | 0 | 0 | 0 | 7,000,000 |

Prior Cost < 2022/23: 3,850,280

Future Cost > 2026/27: 0

Total Project Cost: 10,850,280

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CAP | DDR | 700,000 | 0 | 0 | 0 | 0 | 700,000 |
| CAP | LF | 175,000 | 0 | 0 | 0 | 0 | 175,000 |
| Total | | 875,000 | 0 | 0 | 0 | 0 | 875,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

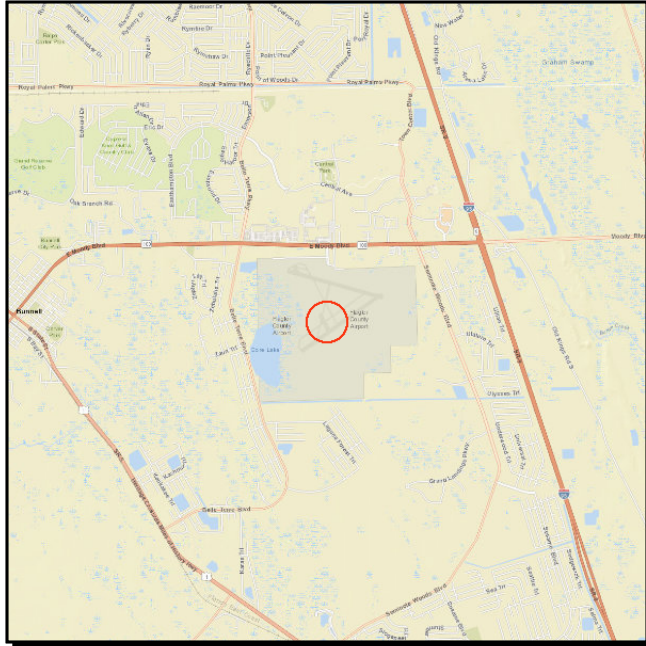
Total Project Cost: 875,000

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|------------------|----------|------------------|----------|------------------|
| CAP | DDR | 0 | 1,200,000 | 0 | 1,500,000 | 0 | 2,700,000 |
| CAP | LF | 0 | 1,200,000 | 0 | 1,500,000 | 0 | 2,700,000 |
| Total | | 0 | 2,400,000 | 0 | 3,000,000 | 0 | 5,400,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 5,400,000

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|------------------|----------|----------|----------|------------------|
| CAP | DDR | 150,000 | 100,000 | 0 | 0 | 0 | 250,000 |
| CAP | LF | 150,000 | 100,000 | 0 | 0 | 0 | 250,000 |
| CAP | FAA | 2,700,000 | 1,800,000 | 0 | 0 | 0 | 4,500,000 |
| Total | | 3,000,000 | 2,000,000 | 0 | 0 | 0 | 5,000,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 5,000,000

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)

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|------------------|------------------|----------|----------|------------------|
| CAP | DDR | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| CAP | LF | 400,000 | 700,000 | 1,000,000 | 0 | 0 | 2,100,000 |
| CAP | DPTO | 0 | 700,000 | 1,000,000 | 0 | 0 | 1,700,000 |
| Total | | 800,000 | 1,400,000 | 2,000,000 | 0 | 0 | 4,200,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

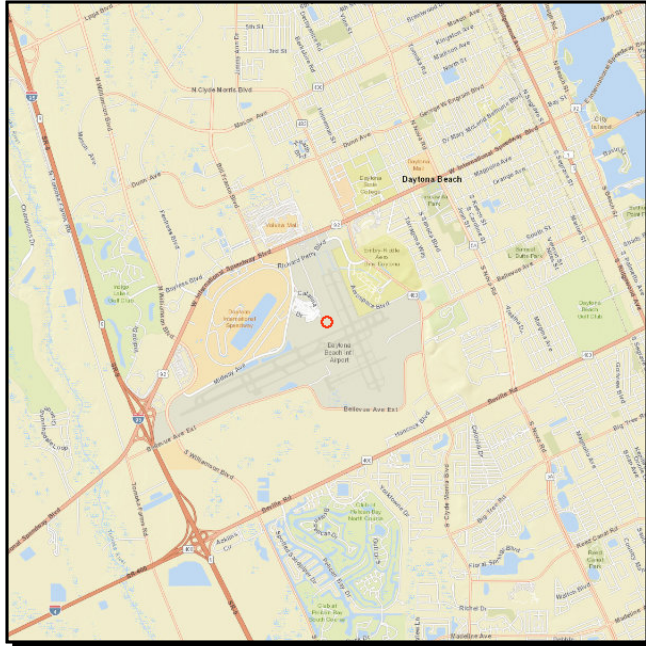
Total Project Cost: 4,200,000

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CAP | DDR | 0 | 150,000 | 0 | 0 | 0 | 150,000 |
| CAP | LF | 0 | 150,000 | 0 | 0 | 0 | 150,000 |
| CAP | FAA | 0 | 2,700,000 | 0 | 0 | 0 | 2,700,000 |
| Total | | 0 | 3,000,000 | 0 | 0 | 0 | 3,000,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

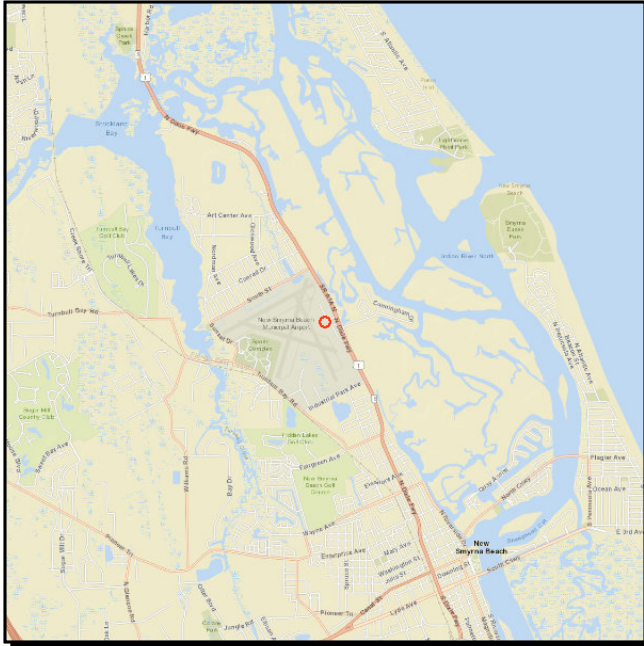
Total Project Cost: 3,000,000

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CAP | DDR | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| CAP | LF | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| CAP | FAA | 4,050,000 | 0 | 0 | 0 | 0 | 4,050,000 |
| Total | | 4,300,000 | 0 | 0 | 0 | 0 | 4,300,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

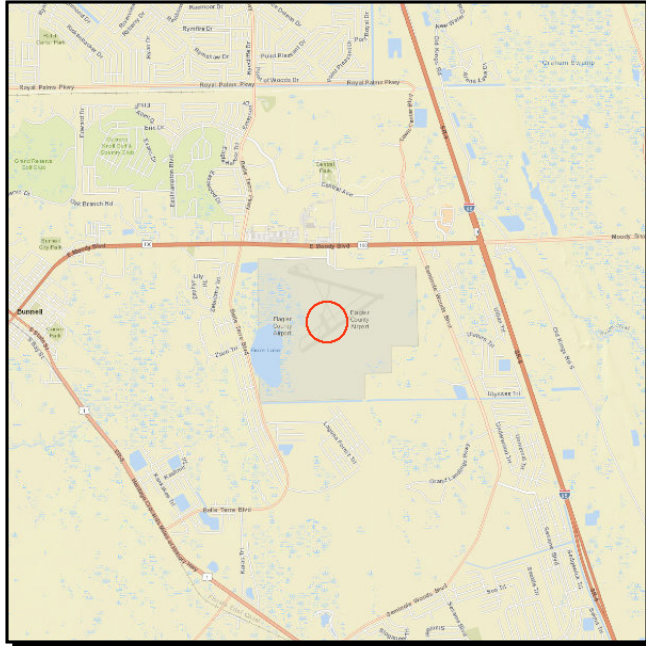
Total Project Cost: 4,300,000

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|------------------|----------|----------|------------------|
| CAP | DDR | 0 | 0 | 1,200,000 | 0 | 0 | 1,200,000 |
| CAP | LF | 0 | 0 | 300,000 | 0 | 0 | 300,000 |
| Total | | 0 | 0 | 1,500,000 | 0 | 0 | 1,500,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

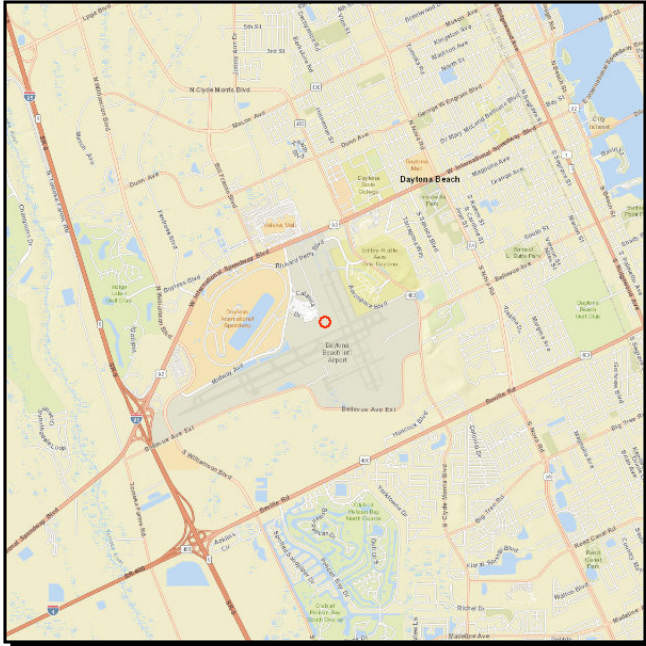
Total Project Cost: 1,500,000

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|----------|------------------|------------------|----------|-------------------|
| CAP | DDR | 0 | 0 | 2,500,000 | 3,000,000 | 0 | 5,500,000 |
| CAP | LF | 0 | 0 | 2,500,000 | 3,000,000 | 0 | 5,500,000 |
| Total | | 0 | 0 | 5,000,000 | 6,000,000 | 0 | 11,000,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 11,000,000(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)(Reference

Project Description: 2040 Long Range Transportation Plan, pgs 10-12).

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------|------------------|------------------|------------------|----------|------------------|
| CAP | DDR | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 |
| CAP | LF | 0 | 250,000 | 250,000 | 250,000 | 0 | 750,000 |
| CAP | DPTO | 0 | 0 | 1,000,000 | 1,000,000 | 0 | 2,000,000 |
| Total | | 0 | 1,250,000 | 1,250,000 | 1,250,000 | 0 | 3,750,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 0

Total Project Cost: 3,750,000

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 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CAP | DDR | 140,000 | 0 | 0 | 0 | 0 | 140,000 |
| CAP | LF | 35,000 | 0 | 0 | 0 | 0 | 35,000 |
| Total | | 175,000 | 0 | 0 | 0 | 0 | 175,000 |

Prior Cost < 2022/23: 0

Future Cost > 2026/27: 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)

4473522

VOLUSIA-DAYTONA BCH INT SECURITY SYSTEM CONSTRUCTION

SIS



Work Summary:

AVIATION
PRESERVATION

From:

Lead Agency:

Responsible Agency Not
Available

To:

0

| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
|-------|-------------|-----------|---------|---------|---------|---------|-----------|
| CAP | DDR | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 |
| CAP | LF | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 |
| Total | | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

3,000,000

Project Description:

(Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4502101

VOLUSIA-NEW SMYRNA BCH MUNI FUEL FARM

Non-SIS

No Map Available

| | | | | | | | |
|---------------|-------------|----------------------------------|---------|---------|---------|---------|---------|
| Work Summary: | | AVIATION | | From: | | | |
| | | | | To: | | | |
| Lead Agency: | | Responsible Agency Not Available | | 0 | | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| CAP | DDR | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| CAP | LF | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| Total | | 200,000 | 0 | 0 | 0 | 0 | 200,000 |

Prior Cost < 2022/23: 0
Future Cost > 2026/27: 0
Total Project Cost: 200,000
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

4502501

VOLUSIA-NEW SMYRNA BCH FUEL FARM

Non-SIS

No Map Available

| | | | | | | | |
|---------------|-------------|----------------------------------|---------|---------|---------|---------|---------|
| Work Summary: | | AVIATION PRESERVATION | | From: | | | |
| | | | | To: | | | |
| Lead Agency: | | Responsible Agency Not Available | | 0 | | | |
| Phase | Fund Source | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total |
| CAP | DDR | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| CAP | LF | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| Total | | 200,000 | 0 | 0 | 0 | 0 | 200,000 |

Prior Cost < 2022/23: 80,000
Future Cost > 2026/27: 0
Total Project Cost: 280,000
Project Description: (Reference 2045 Long Range Transportation Plan, Pages 2-3 to 2-5)

APPENDICES

APPENDIX I

2022 Prioritization / Ranking Criteria

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 |
|------------------------------|--------------------------------|--|--|-----------------------------|------------------|
| Safety | 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 |
| Congestion | 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 |
| Project Status | 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 |

Technical Criteria Scoring

| Priority Evaluation Category | Connect 2045 Goals Implemented | Criteria Description | Source/Methodology for Evaluation | Criteria Scoring | Points Available |
|-------------------------------------|--------------------------------|---|---|--|------------------|
| Emergency Management | 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 |
| Multimodal/ Complete Streets | 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 |

Technical Criteria Scoring

| Priority Evaluation Category | Connect 2045 Goals Implemented | Criteria Description | Source/Methodology for Evaluation | Criteria Scoring | Points Available |
|---|--------------------------------|--|---|---|------------------|
| Economic and Community Development | 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 |

Technical Criteria Scoring

| Priority Evaluation Category | Connect 2045 Goals Implemented | Criteria Description | Source/Methodology for Evaluation | Criteria Scoring | Points Available |
|---|--------------------------------|--|--|--|------------------|
| Regional Connectivity | 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 |
| Environmental Justice (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 |

Technical Criteria Scoring

| Priority Evaluation Category | Connect 2045 Goals Implemented | Criteria Description | Source/Methodology for Evaluation | Criteria Scoring | Points Available |
|------------------------------|--------------------------------|--|--|---|------------------|
| Environment | 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 |
| Cost Effectiveness | 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 |
| Unique Attributes | | 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 |

Appendix I

2022 Priority Ranking Criteria for Traffic Operations, Safety, and Local Initiatives (Traffic Operations Focused) Projects

Criteria Summary

| Priority Criteria | Points |
|---|------------|
| (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 |
| Total (excluding Value-Added Tie Breaker) | 110 |

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 ²

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)

¹ 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.

² 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 Retiming³ (0-10 points)

Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant, widening justification ⁴, an FDOT approved roundabout geometric and operational analysis ⁵, or access management or ITS improvements ⁶

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.⁷

Select only ONE

- ☐ No (0 points)
☐ Yes (0-5 points)

³ Attach Traffic Signal Timing Study.

⁴ Attach Warrant Study to application; otherwise R2CTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

⁵ Attach FDOT Step 3 Roundabout Summary Report.

⁶ 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.

⁷ 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 ⁸, corridor crashes per million vehicle miles ⁹, 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)

⁸ 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.

⁹ 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 ¹⁰ (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 ¹¹ (0-4 points)
- ☐ Relocation of public/private water or sewer utility is not required ¹¹ (0-4 points)
- ☐ Relocation of telephone, power, cable TV utilities is not required ¹² (0-4 points)
- ☐ No specimen or historic trees $\geq 18''$ diameter will be removed or destroyed (0-4 points)

¹⁰ ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.

¹¹ 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.

¹² 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)

2022 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 |
| Total (excluding Value-Added Tie Breaker) | 110 |

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.

| Proximity to Community Assets | Check All that Apply | Max. Points |
|--|-----------------------------|--------------------|
| 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 |
| Maximum Point Assessment | | 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?

| Network Connectivity and Accessibility | Check All that Apply | Max. Points |
|--|-----------------------------|--------------------|
| 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 |
| Maximum Point Assessment | | 20 |

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.

| Safety/Security | Check All that Apply | Max. Points |
|--|-----------------------------|--------------------|
| 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 |
| Maximum Point Assessment | | 20 |

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.

| Special Considerations | Check All that Apply | Max. Points |
|---|----------------------------|----------------|
| Is documented public support provided for the project? Are there any special issues or concerns? | <input type="checkbox"/> | 5 |
| Maximum Point Assessment | <input type="checkbox"/> | 5 |

Criteria #8 – Local Matching Funds > 10% of Total Project Cost (20 points max.)

| | Check One | Max. Points |
|--|---|----------------|
| 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 |
| Maximum Point Assessment | | 20 |

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)

River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27

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

River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27

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

River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27

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 2021 Federal List of Obligated Projects

River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27

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RIVER TO SEA TPO

HIGHWAYS
=====

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:437595 1 | PROJECT DESCRIPTION:SR 5 (US 1) ROUNDABOUT AT MATANZAS WOODS PKWY | *NON-SIS* |
| DISTRICT:05 | COUNTY:FLAGLER | |
| ROADWAY ID:73010000 | PROJECT LENGTH: .095MI | TYPE OF WORK:ROUNDABOUT |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | 2021 | |
| ----- | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| GFSL | -47,159 | |
| GFSN | -5,120 | |
| SA | -47,656 | |
| TOTAL 437595 1 | -99,935 | |
| TOTAL 437595 1 | -99,935 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:438003 1 | PROJECT DESCRIPTION:I-95 FROM VOLUSIA COUNTY LINE TO NORTH OF PALM COAST PARKWAY | *SIS* |
| DISTRICT:05 | COUNTY:FLAGLER | |
| ROADWAY ID:73001000 | PROJECT LENGTH: 12.488MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0 |
| FUND CODE | 2021 | |
| ----- | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | 3,423,041 | |
| TOTAL 438003 1 | 3,423,041 | |
| TOTAL 438003 1 | 3,423,041 | |

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:438003 2 | PROJECT DESCRIPTION:I-95 FROM N OF PALM COAST PKY TO PELLICER CREEK | *SIS* |
| DISTRICT:05 | COUNTY:FLAGLER | |
| ROADWAY ID:73001000 | PROJECT LENGTH: 6.933MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0 |
| FUND CODE | 2021 | |
| ----- | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | 1,585,894 | |
| TOTAL 438003 2 | 1,585,894 | |
| TOTAL 438003 2 | 1,585,894 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:440557 1 | PROJECT DESCRIPTION:SR A1A WASHOUT/ROAD RECONSTRUCTION - HURRICANE MATTHEW | *NON-SIS* |
| DISTRICT:05 | COUNTY:FLAGLER | |
| ROADWAY ID:73030000 | PROJECT LENGTH: 1.424MI | TYPE OF WORK:EMERGENCY OPERATIONS |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2021 | |
| ----- | ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | -1,316 | |
| TOTAL 440557 1 | -1,316 | |
| TOTAL 440557 1 | -1,316 | |

| | | | | | | | |
|--|--|---|--|---|--|----------------------|--|
| PAGE 2 | | River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27 | | FLORIDA DEPARTMENT OF TRANSPORTATION | | DATE RUN: 10/01/2021 | |
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| | | | | ===== | | | |
| | | | | HIGHWAYS | | | |
| | | | | ===== | | | |
| 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 | | | | 2021 | | | |
| ----- | | | | ----- | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| SAAN | | | | 115,269 | | | |
| TOTAL 440557 5 | | | | 115,269 | | | |
| TOTAL 440557 5 | | | | 115,269 | | | |
| ----- | | | | ----- | | | |
| 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 | | | | 2021 | | | |
| ----- | | | | ----- | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| SAAN | | | | 1,549,262 | | | |
| TOTAL 440557 6 | | | | 1,549,262 | | | |
| TOTAL 440557 6 | | | | 1,549,262 | | | |
| ----- | | | | ----- | | | |
| 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 | | | | 2021 | | | |
| ----- | | | | ----- | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| SAAN | | | | 764,619 | | | |
| TOTAL 440557 7 | | | | 764,619 | | | |
| TOTAL 440557 7 | | | | 764,619 | | | |
| ----- | | | | ----- | | | |
| ITEM NUMBER:445690 1 | | PROJECT DESCRIPTION:SR A1A FROM N OF OCEAN MARINA DR TO S OF WESTMAYER PL | | | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:FLAGLER | | TYPE OF WORK:SAFETY PROJECT | | | |
| ROADWAY ID:73030000 | | PROJECT LENGTH: .385MI | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 | | | |
| FUND CODE | | | | 2021 | | | |
| ----- | | | | ----- | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| HSP | | | | 104,767 | | | |
| SA | | | | 131,000 | | | |
| TOTAL 445690 1 | | | | 235,767 | | | |
| TOTAL 445690 1 | | | | 235,767 | | | |
| ----- | | | | ----- | | | |

River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27

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RIVER TO SEA TPO

HIGHWAYS

| | | |
|---|--|--------------------------------------|
| ITEM NUMBER:242715 2 | PROJECT DESCRIPTION:I-95 0.5 MILES N OF SR 44 TO 1.6 MI N OF US 92 | *SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:79002000 | PROJECT LENGTH: 13.856MI | LANES EXIST/IMPROVED/ADDED: 5/ 4/ 2 |
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | 47,701 | |
| TOTAL 242715 2 | 47,701 | |
| TOTAL 242715 2 | 47,701 | |

| | | |
|--|--|--------------------------------------|
| ITEM NUMBER:408464 2 | PROJECT DESCRIPTION:SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472 | *SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:79110000 | PROJECT LENGTH: 10.000MI | LANES EXIST/IMPROVED/ADDED: 6/ 6/ 4 |
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 30,000 | |
| TOTAL 408464 2 | 30,000 | |
| TOTAL 408464 2 | 30,000 | |

| | | |
|---|---|--------------------------------------|
| ITEM NUMBER:410251 1 | PROJECT DESCRIPTION:SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40 | *SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:79050000 | PROJECT LENGTH: 6.848MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2 |
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 787,143 | |
| TOTAL 410251 1 | 787,143 | |
| TOTAL 410251 1 | 787,143 | |

| | | |
|--|--|--------------------------------------|
| ITEM NUMBER:422627 1 | PROJECT DESCRIPTION:SR 600 / US 92 FROM I-4 EAST BOUND RAMP TO TOMOKA FARMS ROAD | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | TYPE OF WORK:ADD LANES & RECONSTRUCT |
| ROADWAY ID:79060000 | PROJECT LENGTH: 2.197MI | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2 |
| FUND CODE | 2021 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | -26,623 | |
| TOTAL 422627 1 | -26,623 | |
| TOTAL 422627 1 | -26,623 | |

| | | | | | | | |
|---|--|---|--|--------------------------------------|--|-------------------------------------|--|
| PAGE 5 | | River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27 | | FLORIDA DEPARTMENT OF TRANSPORTATION | | DATE RUN: 10/01/2021 | |
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| | | | | ANNUAL OBLIGATIONS REPORT | | MBROBLTP | |
| | | | | ===== | | | |
| | | | | HIGHWAYS | | | |
| | | | | ===== | | | |
| ITEM NUMBER:431922 1 | | PROJECT DESCRIPTION:SR 44 AT KEPLER ROAD INTERSECTION IMPROVEMENTS | | | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | | | TYPE OF WORK:ROUNDABOUT | |
| ROADWAY ID:79070000 | | PROJECT LENGTH: .545MI | | | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 | |
| FUND CODE | | | | 2021 | | | |
| ----- | | | | ----- | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| SU | | | | | | 616,488 | |
| TOTAL 431922 1 | | | | | | 616,488 | |
| TOTAL 431922 1 | | | | | | 616,488 | |
| | | | | | | | |
| ITEM NUMBER:434411 1 | | PROJECT DESCRIPTION:SR 400 (I-4) FROM WEST OF CR 4139 TO SR 44 | | | | *SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | | | TYPE OF WORK:RESURFACING | |
| ROADWAY ID:79110000 | | PROJECT LENGTH: 5.148MI | | | | LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0 | |
| FUND CODE | | | | 2021 | | | |
| ----- | | | | ----- | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| NHPP | | | | | | 186,270 | |
| TOTAL 434411 1 | | | | | | 186,270 | |
| TOTAL 434411 1 | | | | | | 186,270 | |
| | | | | | | | |
| ITEM NUMBER:435538 1 | | PROJECT DESCRIPTION:W FRENCH AVE FROM SPRING TO SPRING TRAIL TO VALENTINE PARK | | | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | | | TYPE OF WORK:BIKE PATH/TRAIL | |
| ROADWAY ID:79000010 | | PROJECT LENGTH: .607MI | | | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND CODE | | | | 2021 | | | |
| ----- | | | | ----- | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF ORANGE CITY | | | | | | | |
| SU | | | | | | -59,547 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| SU | | | | | | -17,619 | |
| TOTAL 435538 1 | | | | | | -77,166 | |
| TOTAL 435538 1 | | | | | | -77,166 | |
| | | | | | | | |
| 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 | | | | 2021 | | | |
| ----- | | | | ----- | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| SU | | | | | | -12,274 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY PORT ORANGE, CITY OF | | | | | | | |
| TALU | | | | | | 178,371 | |
| TOTAL 435539 1 | | | | | | 166,097 | |
| TOTAL 435539 1 | | | | | | 166,097 | |

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| | | |
|----------------------|--|-------------------------------------|
| ITEM NUMBER:435591 1 | PROJECT DESCRIPTION:SR 421 (DUNLAWTON) PHASE 1 FROM SPRUCE CREEK RD TO RIDGEWOOD AVE | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID:79230000 | PROJECT LENGTH: .712MI | TYPE OF WORK:LIGHTING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |

FUND
CODE

2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

-7,039

TOTAL 435591 1

-7,039

TOTAL 435591 1

-7,039

| | | |
|----------------------|--|-------------------------------------|
| ITEM NUMBER:435596 1 | PROJECT DESCRIPTION:SR 1A (ATLANTIC AVE) MAST ARM AT CARDINAL DRIVE | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID:79080000 | PROJECT LENGTH: .026MI | TYPE OF WORK:TRAFFIC SIGNALS |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |

FUND
CODE

2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

-22,193

TOTAL 435596 1

-22,193

TOTAL 435596 1

-22,193

| | | |
|----------------------|---|-------------------------------------|
| ITEM NUMBER:436292 1 | PROJECT DESCRIPTION:I-95 INTERCHANGE AT PIONEER TRAIL | *SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID:79002000 | PROJECT LENGTH: 2.000MI | TYPE OF WORK:INTERCHANGE (NEW) |
| | | LANES EXIST/IMPROVED/ADDED: 6/ 0/ 2 |

FUND
CODE

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA

98,783

SU

-156

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT
NFP

3,002,212

TOTAL 436292 1

3,100,839

TOTAL 436292 1

3,100,839

| | | |
|----------------------|---|-------------------------------------|
| ITEM NUMBER:437842 1 | PROJECT DESCRIPTION:US 17/92 FROM S I-4 RAMP TO N OF MINNESOTA AVENUE | *SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID:79040000 | PROJECT LENGTH: 7.314MI | TYPE OF WORK:TRAFFIC SIGNALS |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |

FUND
CODE

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP

10,693

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP

44,795

TOTAL 437842 1

55,488

TOTAL 437842 1

55,488

| River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27 | | | | DATE RUN: 10/01/2021 |
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| PAGE 7 | FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ===== | | | TIME RUN: 07.35.46 |
| RIVER TO SEA TPO | HIGHWAYS ===== | | | MBROBLTP |
| 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: .144MI | | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2021 | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | BRTZ | | | 7 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | BRTZ | | | 17,825 |
| TOTAL 437935 1 | | | | 17,832 |
| TOTAL 437935 1 | | | | 17,832 |
| ITEM NUMBER:438017 1 | PROJECT DESCRIPTION:SR A1A @ 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 | 2021 | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | SU | | | -42,295 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | SU | | | -41,777 |
| TOTAL 438017 1 | | | | -84,072 |
| TOTAL 438017 1 | | | | -84,072 |
| 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 | 2021 | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | NHPP | | | -79,398 |
| TOTAL 438038 1 | | | | -79,398 |
| TOTAL 438038 1 | | | | -79,398 |
| ITEM NUMBER:438555 1 | PROJECT DESCRIPTION:CR 4028 / 6TH STREET FEC CROSSING #272929-K | | | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | | | TYPE OF WORK:RAIL SAFETY PROJECT |
| ROADWAY ID:79000080 | PROJECT LENGTH: .001MI | | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2021 | | | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | RHP | | | -26,141 |
| TOTAL 438555 1 | | | | -26,141 |
| TOTAL 438555 1 | | | | -26,141 |

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| 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 | | 2021 | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | |
| NHPP | | 375,044 | | |
| TOTAL 438968 2 | | 375,044 | | |
| TOTAL 438968 2 | | 375,044 | | |
| ----- | | ----- | | |
| 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 | | 2021 | | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | |
| SA | | 10,000 | | |
| SU | | -16 | | |
| TOTAL 438982 1 | | 9,984 | | |
| TOTAL 438982 1 | | 9,984 | | |
| ----- | | ----- | | |
| ITEM NUMBER:439037 1 | | PROJECT DESCRIPTION:SR 400 (BEVILLE RD) FROM ANDROS ISLES BLVD TO CLYDE MORRIS BLVD | | *NON-SIS* |
| DISTRICT:05 | | COUNTY:VOLUSIA | | TYPE OF WORK:BIKE PATH/TRAIL |
| ROADWAY ID:79001000 | | PROJECT LENGTH: 2.079MI | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | | 2021 | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DAYTONA BEACH/PUB WORKS | | | | |
| SU | | 1,145,811 | | |
| TALU | | 126,338 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | |
| SU | | 3,030 | | |
| TOTAL 439037 1 | | 1,275,179 | | |
| TOTAL 439037 1 | | 1,275,179 | | |
| ----- | | ----- | | |
| 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 | | 2021 | | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | |
| NHPP | | 2,941 | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | |
| NHPP | | 3,651,597 | | |
| TOTAL 439131 1 | | 3,654,538 | | |
| TOTAL 439131 1 | | 3,654,538 | | |

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| ITEM NUMBER:440596 1 | | PROJECT DESCRIPTION:JULIA STREET RAIL CROSSING 271971-J | | *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 | | 2021 | | | |
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| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| RHP | | | | -97,725 | |
| TOTAL 440596 1 | | | | -97,725 | |
| TOTAL 440596 1 | | | | -97,725 | |
| | | | | | |
| ITEM NUMBER:440848 1 | | PROJECT DESCRIPTION:DELTONA LAKES/SPIRIT ELEMENTARY SIDEWALKS | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID: | | PROJECT LENGTH: .000 | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND CODE | | 2021 | | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DELTONA | | | | | |
| SU | | | | 711,588 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| SU | | | | 4,963 | |
| TOTAL 440848 1 | | | | 716,551 | |
| TOTAL 440848 1 | | | | 716,551 | |
| | | | | | |
| ITEM NUMBER:440920 1 | | PROJECT DESCRIPTION:TIVOLI DRIVE @ PROVIDENCE BLVD TO SAXON BLVD | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | TYPE OF WORK:ADD TURN LANE(S) | |
| ROADWAY ID:79000168 | | PROJECT LENGTH: .934MI | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1 | |
| FUND CODE | | 2021 | | | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| SU | | | | -718 | |
| TOTAL 440920 1 | | | | -718 | |
| TOTAL 440920 1 | | | | -718 | |
| | | | | | |
| ITEM NUMBER:441389 1 | | PROJECT DESCRIPTION:AMELIA AVE FROM VOORHIS AVE TO OHIO AVE | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | TYPE OF WORK:BIKE LANE/SIDEWALK | |
| ROADWAY ID:79000043 | | PROJECT LENGTH: .560MI | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 | |
| FUND CODE | | 2021 | | | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| HSP | | | | 28 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG | | | | | |
| HSP | | | | 220,111 | |
| TOTAL 441389 1 | | | | 220,139 | |
| TOTAL 441389 1 | | | | 220,139 | |

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| ITEM NUMBER:441396 1 | PROJECT DESCRIPTION:CR 4164 OSTEE-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 | 2021 | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 424,033 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 1,193,222 | |
| TOTAL 441396 1 | 1,617,255 | |
| TOTAL 441396 1 | 1,617,255 | |

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| 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 | 2021 | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 270,590 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 1,818,557 | |
| TOTAL 441414 1 | 2,089,147 | |
| TOTAL 441414 1 | 2,089,147 | |

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| 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 | 2021 | |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | -69 | |
| TOTAL 442467 1 | -69 | |
| TOTAL 442467 1 | -69 | |

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| ITEM NUMBER:442499 1 | PROJECT DESCRIPTION:SR 44 FROM AIRPORT RD TO E 3RD AVE. | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID:79070000 | PROJECT LENGTH: 8.043MI | |
| | | TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | 2021 | |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | 836,143 | |
| TOTAL 442499 1 | 836,143 | |
| TOTAL 442499 1 | 836,143 | |

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| 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 | 2021 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| CM | 33,906 | |
| GFSL | 363,766 | |
| SA | 290,487 | |
| SU | 10,424 | |
| TOTAL 442522 1 | 698,583 | |
| TOTAL 442522 1 | 698,583 | |
| 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 | 2021 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | -1,920 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG | | |
| TALU | 83,244 | |
| TOTAL 442551 1 | 81,324 | |
| TOTAL 442551 1 | 81,324 | |
| ITEM NUMBER:442932 1 | PROJECT DESCRIPTION:SR 44 FROM SOUTHBOUND I-95 TO MEMORIAL MEDICAL PARKWAY | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | TYPE OF WORK:INTERCHANGE IMPROVEMENT |
| ROADWAY ID:79070000 | PROJECT LENGTH: .255MI | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NFP | 470,209 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NFP | 71,647 | |
| TOTAL 442932 1 | 541,856 | |
| TOTAL 442932 1 | 541,856 | |
| ITEM NUMBER:442934 1 | PROJECT DESCRIPTION:MIDWAY AVE AT CATALINA DR MAST ARM REPAIR- 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 | 2021 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | 1,586 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG | | |
| ER17 | 135,017 | |
| TOTAL 442934 1 | 136,603 | |
| TOTAL 442934 1 | 136,603 | |

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| ITEM NUMBER:443014 1 | | PROJECT DESCRIPTION:TURTLEMOUND ROAD - VOLUSIA COUNTY - HURRICANE IRMA | | | | *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 | | | | 2021 | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| ER17 | | | | | | 2,352 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG | | | | | | | |
| ER17 | | | | | | 85,881 | |
| TOTAL 443014 1 | | | | | | 88,233 | |
| TOTAL 443014 1 | | | | | | 88,233 | |
| 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 | | | | 2021 | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| SU | | | | | | 5,097 | |
| TOTAL 443236 1 | | | | | | 5,097 | |
| TOTAL 443236 1 | | | | | | 5,097 | |
| ITEM NUMBER:443512 1 | | PROJECT DESCRIPTION:SR 1A1 FROM MILSAP RD TO SR 40 | | | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | | | TYPE OF WORK:SAFETY PROJECT | |
| ROADWAY ID:79080000 | | PROJECT LENGTH: 1.599MI | | | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND CODE | | | | 2021 | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| HSP | | | | | | 512,606 | |
| TOTAL 443512 1 | | | | | | 512,606 | |
| TOTAL 443512 1 | | | | | | 512,606 | |
| ITEM NUMBER:443545 1 | | PROJECT DESCRIPTION:GRAVES AVE FROM VETERANS MEMORIAL PKWY TO KENTUCKY AVE | | | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | | | TYPE OF WORK:SAFETY PROJECT | |
| ROADWAY ID:79580000 | | PROJECT LENGTH: .324MI | | | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND CODE | | | | 2021 | | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG | | | | | | | |
| HSP | | | | | | 117,257 | |
| TOTAL 443545 1 | | | | | | 117,257 | |
| TOTAL 443545 1 | | | | | | 117,257 | |

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| ITEM NUMBER:443813 1 | PROJECT DESCRIPTION:SR 5/US 1 FROM BREVARD/ VOLUSIA COUNTY LINE TO SOUTH STREET | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID:79010000 | PROJECT LENGTH: 6.663MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |

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| FUND CODE | 2021 |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHRE | 2,475,559 |
| TOTAL 443813 1 | 2,475,559 |
| TOTAL 443813 1 | 2,475,559 |

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| ITEM NUMBER:443815 1 | PROJECT DESCRIPTION:SR 40 FROM EAST OF RODEO RD TO BAYBERRY DR | *SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID:79100000 | PROJECT LENGTH: 6.294MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |

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| FUND CODE | 2021 |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHRE | 5,170,435 |
| TOTAL 443815 1 | 5,170,435 |
| TOTAL 443815 1 | 5,170,435 |

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| ITEM NUMBER:445716 1 | PROJECT DESCRIPTION:US 17 FROM SR 15A TO PONCE DELEON BLVD | *SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID:79050000 | PROJECT LENGTH: 3.104MI | TYPE OF WORK:SAFETY PROJECT |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |

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| FUND CODE | 2021 |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | 1,000 |
| SA | 189,489 |
| TOTAL 445716 1 | 190,489 |
| TOTAL 445716 1 | 190,489 |

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| ITEM NUMBER:446762 1 | PROJECT DESCRIPTION:W WASHINGTON AVE AT RR CROSSING #621034J | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID: | PROJECT LENGTH: .000 | TYPE OF WORK:RAIL SAFETY PROJECT |
| | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |

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| FUND CODE | 2021 |
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| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| RHP | 306,123 |
| TOTAL 446762 1 | 306,123 |
| TOTAL 446762 1 | 306,123 |

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| ITEM NUMBER:446763 1 | | PROJECT DESCRIPTION:MCBRIDE RD AT RR CROSSING #621019G | | | | *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 | | | | 2021 | | | |
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| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| RHP | | | | | | 194,124 | |
| TOTAL 446763 1 | | | | | | 194,124 | |
| TOTAL 446763 1 | | | | | | 194,124 | |
| | | | | | | | |
| ITEM NUMBER:446764 1 | | PROJECT DESCRIPTION:30TH ST AT RR CROSSING # 271981P | | | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | | | TYPE OF WORK:RAIL SAFETY PROJECT | |
| ROADWAY ID:79000322 | | PROJECT LENGTH: .003MI | | | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 | |
| FUND | | | | 2021 | | | |
| CODE | | | | | | | |
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| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| RHP | | | | | | 348,540 | |
| TOTAL 446764 1 | | | | | | 348,540 | |
| TOTAL 446764 1 | | | | | | 348,540 | |
| | | | | | | | |
| ITEM NUMBER:446765 1 | | PROJECT DESCRIPTION:26TH ST AT RR CROSSING # 271980H | | | | *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 | | | | 2021 | | | |
| CODE | | | | | | | |
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| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| RHP | | | | | | 315,950 | |
| TOTAL 446765 1 | | | | | | 315,950 | |
| TOTAL 446765 1 | | | | | | 315,950 | |
| | | | | | | | |
| ITEM NUMBER:446766 1 | | PROJECT DESCRIPTION:10TH ST @ RR CROSSING # 272907N | | | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | | | TYPE OF WORK:RAIL SAFETY PROJECT | |
| ROADWAY ID:79000310 | | PROJECT LENGTH: .001MI | | | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND | | | | 2021 | | | |
| CODE | | | | | | | |
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| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | | | |
| RHP | | | | | | 606,180 | |
| TOTAL 446766 1 | | | | | | 606,180 | |
| TOTAL 446766 1 | | | | | | 606,180 | |

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| ITEM NUMBER:446767 1 | PROJECT DESCRIPTION:WAYNE AVE AT RR CROSSING # 271967U | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | TYPE OF WORK:RAIL SAFETY PROJECT |
| ROADWAY ID:79000134 | PROJECT LENGTH: .001MI | LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0 |
| FUND CODE | 2021 | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| RHP | 376,880 | |
| TOTAL 446767 1 | 376,880 | |
| TOTAL 446767 1 | 376,880 | |
| ITEM NUMBER:446768 1 | PROJECT DESCRIPTION:OAK ST AT RR CROSSING # 271959C | *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 | 2021 | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| RHP | 324,040 | |
| TOTAL 446768 1 | 324,040 | |
| TOTAL 446768 1 | 324,040 | |
| ITEM NUMBER:446769 1 | PROJECT DESCRIPTION:DIVISION AVE AT RR CROSSING # 271922M | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | TYPE OF WORK:RAIL SAFETY PROJECT |
| ROADWAY ID:79000072 | PROJECT LENGTH: .001MI | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2021 | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| RHP | 117,270 | |
| TOTAL 446769 1 | 117,270 | |
| TOTAL 446769 1 | 117,270 | |
| ITEM NUMBER:446774 1 | PROJECT DESCRIPTION:LED EQUIPMENT UPGRADES FOR 2 CROSSINGS IN VOLUSIA COUNTY | *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 | 2021 | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| RHP | 4,086 | |
| TOTAL 446774 1 | 4,086 | |
| TOTAL 446774 1 | 4,086 | |

ITEM NUMBER:447784 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:W HAGSTROM RD @ RR CROSSING #621039T
COUNTY:VOLUSIA
PROJECT LENGTH: .000

TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

NON-SIS

| FUND CODE | 2021 |
|--|------------|
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHP | |
| TOTAL 447784 1 | 322,902 |
| TOTAL 447784 1 | 322,902 |
| TOTAL DIST: 05 | 38,040,514 |
| TOTAL HIGHWAYS | 38,040,514 |

River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27

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FLORIDA DEPARTMENT OF TRANSPORTATION
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ANNUAL OBLIGATIONS REPORT
=====

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

RIVER TO SEA TPO

PLANNING =====

ITEM NUMBER:439333 2 PROJECT DESCRIPTION:RIVER TO SEA TPO URBAN AREA FY 2018/2019-2019/2020 UPWP
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2021 |
|---|-----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA TRANSPORTATION PLANNING | |
| PL | -175,815 |
| SU | -5,061 |
| TOTAL 439333 2 | -180,876 |
| TOTAL 439333 2 | -180,876 |

ITEM NUMBER:439333 3 PROJECT DESCRIPTION:RIVER TO SEA TPO URBAN AREA FY 2020/2021-2021/2022 UPWP
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2021 |
|---|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA TRANSPORTATION PLANNING | |
| PL | 799,785 |
| SU | 233,134 |
| TOTAL 439333 3 | 1,032,919 |
| TOTAL 439333 3 | 1,032,919 |
| TOTAL DIST: 05 | 852,043 |
| TOTAL PLANNING | 852,043 |

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 | 2021 |
|--|-----------|
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | |
| SU | 1,331,249 |
| TOTAL 435249 1 | 1,331,249 |
| TOTAL 435249 1 | 1,331,249 |
| TOTAL DIST: 05 | 1,331,249 |
| TOTAL TRANSIT | 1,331,249 |

River to Sea TPo Transportation Improvement Program FY 2022/23 to FY 2026/27

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
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DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

RIVER TO SEA TPO

MISCELLANEOUS

| | | | |
|---|--------------------------------------|-------------------------------------|-----------|
| ITEM NUMBER:436473 1 | PROJECT DESCRIPTION:LEHIGH TRAILHEAD | | *NON-SIS* |
| DISTRICT:05 | COUNTY:FLAGLER | | |
| ROADWAY ID: | PROJECT LENGTH: .000 | | |
| | | TYPE OF WORK:BIKE PATH/TRAIL | |
| | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND CODE | | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALU | | -999 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM COAST | | | |
| SU | | 1,134,445 | |
| TOTAL 436473 1 | | 1,133,446 | |
| TOTAL 436473 1 | | 1,133,446 | |

| | | | |
|--|--|-------------------------------------|-----------|
| ITEM NUMBER:438635 1 | PROJECT DESCRIPTION:GRAHAM SWAMP MULTI-USE TRAIL & PED BRIDGE, FROM LEHIGH TRAIL TO SR 100 | | *NON-SIS* |
| DISTRICT:05 | COUNTY:FLAGLER | | |
| ROADWAY ID: | PROJECT LENGTH: .000 | | |
| | | TYPE OF WORK:BIKE PATH/TRAIL | |
| | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND CODE | | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALL | | -2,918 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FLAGLER COUNTY BOARD OF COUNTY | | | |
| TALL | | -11,975 | |
| TALN | | -9,863 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| TALT | | 10,330 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FLAGLER COUNTY BOARD OF COUNTY | | | |
| SA | | 493,672 | |
| SL | | 3,244,486 | |
| SN | | 1,058,014 | |
| TALL | | 424,459 | |
| TALT | | 3,154,263 | |
| TOTAL 438635 1 | | 8,360,468 | |
| TOTAL 438635 1 | | 8,360,468 | |

| | | | |
|---|---|-------------------------------------|-----------|
| ITEM NUMBER:440498 3 | PROJECT DESCRIPTION:EMERGENCY CONTRACT FOR TRAFFIC SIGNAL REPAIR & GENERATOR INSTALLATION | | *NON-SIS* |
| DISTRICT:05 | COUNTY:FLAGLER | | |
| ROADWAY ID: | PROJECT LENGTH: .000 | | |
| | | TYPE OF WORK:EMERGENCY OPERATIONS | |
| | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND CODE | | 2021 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| ER17 | | 16,276 | |
| TOTAL 440498 3 | | 16,276 | |
| TOTAL 440498 3 | | 16,276 | |

MISCELLANEOUS

=====

ITEM NUMBER:442218 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:TEMPORARY EMERGENCY REPAIRS - SR A1A - FLAGLER COUNTY - HURRICANE IRMA

COUNTY:FLAGLER

PROJECT LENGTH: .000

NON-SIS

TYPE OF WORK:EMERGENCY OPERATIONS

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | |
|---|---------|
| FUND CODE | 2021 |
| ----- | ----- |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| ER17 | 875,229 |
| TOTAL 442218 1 | 875,229 |
| TOTAL 442218 1 | 875,229 |
| ----- | ----- |

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:440498 1 | PROJECT DESCRIPTION:EMERGENCY CONTRACT FOR TRAFFIC SIGNAL REPAIR & GENERATOR INSTALLATION | *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 | 2021 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | 948,851 | |
| TOTAL 440498 1 | 948,851 | |
| TOTAL 440498 1 | 948,851 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:441130 1 | PROJECT DESCRIPTION:MOVABLE BRIDGE REPAIRS PERMANENT - 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 | 2021 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | 22,512 | |
| TOTAL 441130 1 | 22,512 | |
| TOTAL 441130 1 | 22,512 | |

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:442203 9 | PROJECT DESCRIPTION:SIGNAL REPAIR AND GENERATOR - VOLUSIA COUNTY - HURRICANE IRMA | *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 | 2021 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | 105,150 | |
| TOTAL 442203 9 | 105,150 | |
| TOTAL 442203 9 | 105,150 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:442712 3 | PROJECT DESCRIPTION:VOLUSIA CEI MONITORING SIGNALS - 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 | 2021 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | 19,727 | |
| TOTAL 442712 3 | 19,727 | |
| TOTAL 442712 3 | 19,727 | |
| TOTAL DIST: 05 | 11,481,659 | |
| TOTAL MISCELLANEOUS | 11,481,659 | |

GRAND TOTAL

51,705,465

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.¹² 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

¹ 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.

² 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 either³:
 - 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

³ 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:

Alison Stettner, Director, Office of Policy Planning, Florida Department of Transportation, 850-414-4800, alison.stettner@dot.state.fl.us

Mark Reichert, Executive Director, MPOAC, 850-414-4062, mark.reichert@dot.state.fl.us

APPENDIX V

Resolution 2022-13

Adopting the FY 2022/23 to FY 2026/27 Transportation Improvement Program (TIP)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2022-13

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
ADOPTING THE FY 2022/23 TO FY 2026/27
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning 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, 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 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 2045 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 2022/23 to FY 2026/27 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; and
2. Federally-aided projects listed in the FY 2022/23 to FY 2026/27 TIP shall be initiated within the urbanized area; and
3. The Chairperson of the River to Sea TPO (or their designee) is hereby authorized and directed to submit the FY 2022/23 to FY 2026/27 TIP to the:
 - a. Florida Department of Transportation;

River to Sea TPO
Resolution
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- 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 the
- e. Florida Department of Economic Opportunity (DEO).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the **22nd** day of **June 2022**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



VOLUSIA COUNTY COUNCIL VICE CHAIR BARBARA GIRTMAN
VICE 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 22, 2022**.

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 2022/2023 to Fiscal Years 2026/2027 were received from the Florida Department of Transportation (FDOT) on June 3, 2022. FHWA review is anticipated on the final document and any comments received will be addressed with the roll forward amendment. The following lists the comments received and the action taken by the River to Sea Transportation Planning Organization (R2CTPO) to address each comment.

FDOT Comments

Comment: Please add TPO address and date of adoption to the cover page.

R2CTPO Action: The TPO address was added to the cover page and the adoption date will be added to the final pdf document

Comment: Add links/bookmarks to Table of Contents for easy navigation of document

R2CTPO Action: Bookmarks will be added to the final pdf document.

REVISION LOG

| Revision Date | Type of Revision | Resolution | Description |
|--------------------------|-----------------------------|-------------------|---|
| 06/22/2022 | Adoption | 2022-13 | Initial adoption of FY 2022/23 to FY 2026/27 Transportation Improvement Program (TIP) |

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