

**River to Sea  
Transportation Planning Organization**

**FY 2023/24 – FY 2027/28  
Transportation Improvement Program**

Adopted June 28, 2023



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Daytona Beach, FL 32124

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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 48 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

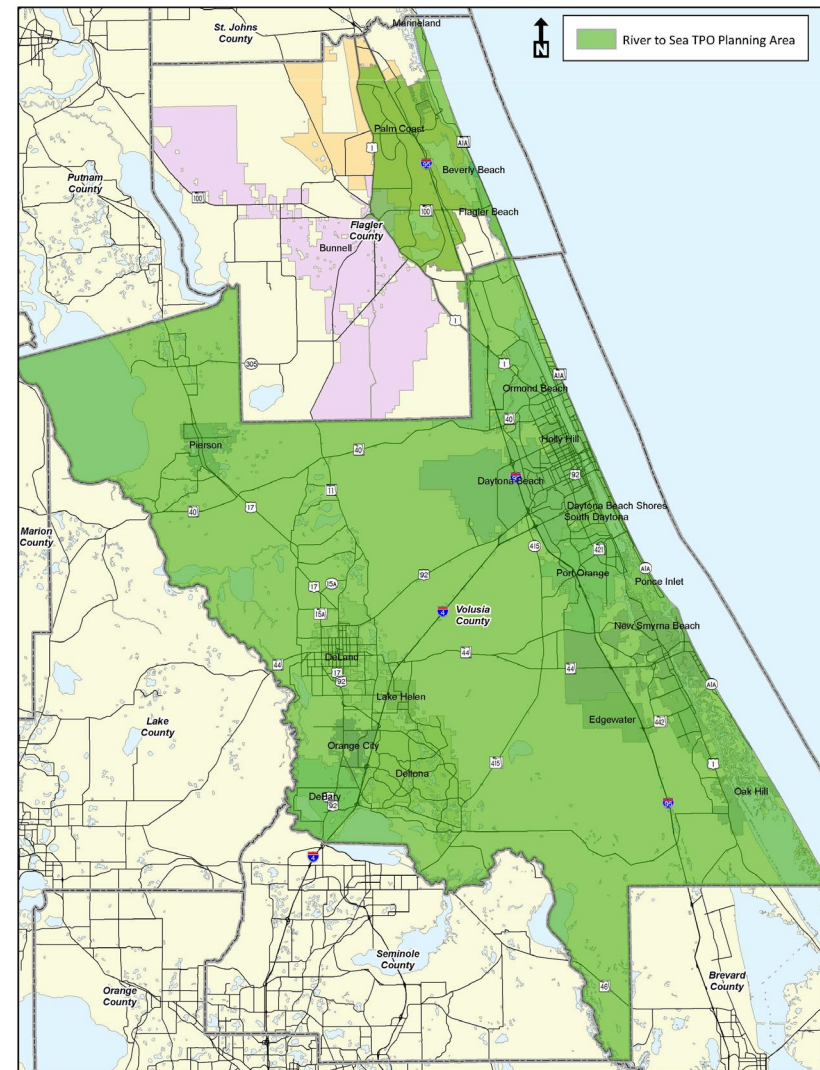


Figure 1 River to Sea TPO Metropolitan Plan

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) 2023/24 through 2027/28. It is considered a product of the TPO’s continuing, cooperative, and coordinated (3-C) process involving state and local agencies with responsibility for planning, constructing, operating, and maintaining public transportation infrastructure, services and programs. The purpose of the 3-C process and the products that result from it, including the TIP, is to provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for Florida and the nation.

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

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

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

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.

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, March 2022, October 2022, and January 2023. 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 II 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 the Transit Services Division Program of Projects (POP) as required by the Federal Transit Administration Section 5307 Program. The POP is a list of transit-related activities developed each year to indicate funding expenditures on items including vehicle purchases, facility construction and renovation, major equipment updates, etc.

### **Consistency with Other Plans**

This TIP must be incorporated into the State Transportation Improvement Program (STIP) to ensure continued federal funding for the metropolitan area. The Secretary of the Department of Transportation cannot approve a TIP for inclusion in the STIP that does not come from a currently approved Long Range Transportation Plan (LRTP) or a TIP that includes projects that have not been properly amended into the LRTP and approved by the TPO/MPO. All

roadway capacity projects included in this TIP were drawn from the TPO's adopted 2045 Long Range Transportation Plan, Connect 2045 and/or the previous 2040 Long Range Transportation Plan. Other non-capacity roadway projects and bicycle/pedestrian projects that are included in the TIP may not be specifically identified in Connect 2045 but have been determined by the TPO to be consistent with the Plan. Additionally, all projects included in the TIP are consistent with FDOT's Five-Year Adopted Work Program, with Voltran's Transit Development Plan (TDP) or Flagler County Public Transportation's TDP, local area airport master plans, and approved local government comprehensive plans in effect within the River to Sea TPO planning area.

### Public Involvement

Annually, the River to Sea TPO develops its TIP in accordance with all applicable state and federal laws governing public involvement. This includes [23 CFR 450.316](#) and [23 CFR 450.326\(b\)](#)). Specific procedures for the use of public involvement in the annual development of the TIP have been clearly defined in the TPO's *Public Participation Plan*. The current version of the River to Sea TPO's *Public Participation Plan* was adopted by the TPO Board in June 2019 and amended in June 2020 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 the Transit Services Division 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. 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 VII 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/>

### **Obligated Federal Funds**

To meet federal requirements for MPOs, the River to Sea TPO annually publishes a list of transportation projects for which federal funds were obligated during the preceding federal fiscal year (October 1st through September 30th). The List of Federal Obligated Projects for FY 2022/23 can be found in Appendix III.

### **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 April 2023. 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 TPO's last federal certification was completed in June of 2019. The next federal certification is anticipated to be completed 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 measures connect investment and policy decisions to achieve the goals adopted in the TPO’s Long Range Transportation Plan (LRTP). The TPO’s aim is to provide measures that use data-driven, quantitative criteria to set and analyze achievable targets. Using a performance-based method ensures the most efficient investment public funds by increasing accountability, transparency, and providing for better investment decisions geared towards specific outcomes. The TPO is required to adopt targets for established federal performance measures based on national goals enacted by Congress in Moving Ahead for Progress in the 21st Century (MAP-21). Please refer to Appendix IV for more information on the federal performance measures.

## 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 V and adoption of this agreement is updated as part of the annual adoption of the TIP.

## Detailed Project Listings

The following guide assists the reader in understanding the layout and content of the Project Details provided on the TIP Sheets for each project:

1. FDOT Financial Management Number
2. Project Name and Limits
3. Project Type
4. Provides additional project description or project notes, if necessary
5. Identifies the lead agency for the project
6. Identifies the length of the project
7. Identifies where the project is referenced in the LRTP
8. Identifies whether the project is located on the FDOT Strategic Intermodal System (SIS)
9. Identifies the County where the project is located
10. Identifies the Funding Code (Reference Appendix I for list of Acronyms & Abbreviations)
11. Identifies the Project Phase (Reference Appendix I for list of Acronyms & Abbreviations)
12. Identifies Funds already encumbered/expended for the project in previous years (if applicable)
13. Identifies programmed cost estimates for each fiscal year
14. Identifies estimated future project costs beyond the fifth year of the TIP (if known)
15. Identifies Total Cost per Fund Source and Phase in the current five-year TIP
16. Total project costs, including prior year, future costs and the current five-year TIP

<b>4457161 US 17 from SR 15A to South of Spring St 2</b>											
<b>Managed By: FDOT 5</b>											
<b>SIS 8</b>											
<b>Project Type: Safety Project 3</b>											
<b>Length: 2.885 miles 6</b>											
<b>County: Volusia 9</b>											
<b>Corridor access management with median modifications and pedestrian improvements 4</b>											
<b>LRTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18 7</b>											
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
ACSS	CST		\$ 2,793,230	\$ -	\$ -	\$ -	\$ -		\$ 2,793,230		
DDR	CST	11	\$ 2,626,314	\$ -	\$ -	\$ -	\$ -		\$ 2,626,314		
DS	CST		\$ 2,021,395	\$ -	\$ -	\$ -	\$ -		\$ 2,021,395		
<b>TOTAL</b>		<b>\$ 927,943</b>	<b>\$ 7,440,939</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,368,882</b>		
		12			13			14		16	

TOTAL PROGRAMMING BY FUNDING CODE AND SOURCE							
FEDERAL							
Fund Code	Name	2024	2025	2026	2027	2028	Total
ACPR	AC - PROTECT GRANT PGM	\$ 11,616,075	\$ -	\$ -	\$ -	\$ -	\$ 11,616,075
ACFP	AC FREIGHT PROG (NFP)	\$ 12,912,463	\$ 335,830	\$ -	\$ -	\$ 20,000,000	\$ 33,248,293
ACNP	ADVANCE CONSTRUCTION NHPP	\$ -	\$ 224,061	\$ -	\$ 3,735,983	\$ 2,323,000	\$ 6,283,044
ACNR	AC NAT HWY PERFORM RESURFACING	\$ 17,547,163	\$ 2,341,008	\$ 34,555,350	\$ -	\$ -	\$ 54,443,521
ACPR	AC - PROTECT GRANT PGM	\$ 11,616,075	\$ -	\$ -	\$ -	\$ -	\$ 11,616,075
ACSA	ADVANCE CONSTRUCTION (SA)	\$ 8,389,672	\$ -	\$ -	\$ -	\$ -	\$ 8,389,672
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	\$ 2,793,230	\$ 2,149,955	\$ 771,915	\$ 622,142	\$ -	\$ 6,337,242
ACSU	ADVANCE CONSTRUCTION (SU)	\$ 1,460,000	\$ -	\$ -	\$ -	\$ -	\$ 1,460,000
BNIR	INTRASTATE R/W & BRIDGE BONDS	\$ 2,745,000	\$ 1,775	\$ 897,975	\$ -	\$ -	\$ 3,644,750
CARL	CARB FOR URB. LESS THAN 200K	\$ 403,398	\$ 411,466	\$ 419,696	\$ 419,696	\$ 419,696	\$ 2,073,952
CARU	CARB FOR URB. AREA > THAN 200K	\$ 970,418	\$ 788,433	\$ 804,202	\$ 804,202	\$ 804,202	\$ 4,171,457
DU	STATE PRIMARY/FEDERAL REIMB	\$ 423,243	\$ 435,940	\$ 449,018	\$ 462,546	\$ -	\$ 1,770,747
FAA	FEDERAL AVIATION ADMIN	\$ 4,860,000	\$ 4,950,000	\$ 3,150,000	\$ 675,000	\$ 6,750,000	\$ 20,385,000
FTA	FEDERAL TRANSIT ADMINISTRATION	\$ 9,604,070	\$ 9,874,192	\$ 9,274,192	\$ 9,274,192	\$ 9,274,192	\$ 47,300,838
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	\$ 1,591,347	\$ 1,584,687	\$ 1,576,186	\$ 1,480,826	\$ 1,964,451	\$ 8,197,497
GFEV	GEN. FUND EVEHICLE CHARG. PGM	\$ 900,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 2,400,000
PL	METRO PLAN (85% FA; 15% OTHER)	\$ 1,242,592	\$ 1,254,724	\$ 1,273,062	\$ 1,273,062	\$ 1,273,062	\$ 6,316,502
SA	STP, ANY AREA	\$ 8,623,635	\$ -	\$ 25,301,124	\$ -	\$ -	\$ 33,924,759
SR2T	SAFE ROUTES - TRANSFER	\$ 952,143	\$ -	\$ -	\$ -	\$ -	\$ 952,143
SU	STP, URBAN AREAS > 200K	\$ 6,293,898	\$ 6,419,776	\$ 6,548,171	\$ 6,548,171	\$ 6,548,171	\$ 32,358,187
TALN	TRANSPORTATION ALTS- < 5K	\$ 10,473	\$ 245,885	\$ -	\$ 236,551	\$ -	\$ 492,909
TALT	TRANSPORTATION ALTS- ANY AREA	\$ 1,500,000	\$ 254,115	\$ -	\$ 3,295,179	\$ -	\$ 5,049,294
TALU	TRANSPORTATION ALTS- >200K	\$ 931,144	\$ 950,337	\$ 969,914	\$ 969,914	\$ 969,914	\$ 4,791,223
FEDERAL TOTAL		\$ 107,386,039	\$ 33,722,184	\$ 85,990,805	\$ 29,797,464	\$ 50,326,688	\$ 307,223,180

TOTAL PROGRAMMING BY FUNDING CODE							
STATE							
Fund Code	Name	2024	2025	2026	2027	2028	Total
BRRP	STATE BRIDGE REPAIR & REHAB	\$ 465,762	\$ 1,565,004	\$ 3,753,752	\$ -	\$ -	\$ 5,784,518
D	UNRESTRICTED STATE PRIMARY	\$ 6,037,853	\$ 6,074,938	\$ 6,226,959	\$ 5,361,693	\$ 3,691,251	\$ 27,392,694
DDR	DISTRICT DEDICATED REVENUE	\$ 68,273,599	\$ 37,701,718	\$ 24,089,707	\$ 2,624,102	\$ 1,808,268	\$ 134,497,394
DI	ST. - S/W INTER/INTRASTATE HWY	\$ -	\$ 204,890	\$ -	\$ -	\$ 884,708	\$ 1,089,598
DIH	STATE IN-HOUSE PRODUCT SUPPORT	\$ 931,895	\$ 887,309	\$ 183,740	\$ 537,635	\$ 40,000	\$ 2,580,579
DIS	STRATEGIC INTERMODAL SYSTEM	\$ -	\$ -	\$ -	\$ -	\$ 8,227,717	\$ 8,227,717
DPTO	STATE - PTO	\$ 4,591,547	\$ 5,756,069	\$ 4,785,745	\$ 2,917,254	\$ 3,004,772	\$ 21,055,387
DS	STATE PRIMARY HIGHWAYS & PTO	\$ 8,378,743	\$ 2,818,681	\$ 15,928,160	\$ 10,000,000	\$ -	\$ 37,125,584
DWS	WEIGH STATIONS - STATE 100%	\$ 4,179,393	\$ -	\$ -	\$ 549,613	\$ -	\$ 4,729,006
FCO	PRIMARY/FIXED CAPITAL OUTLAY	\$ 401,000	\$ 831,000	\$ 1,081,000	\$ 4,121,000	\$ 1,252,237	\$ 7,686,237
GMR	GROWTH MANAGEMENT FOR SIS	\$ 750,000	\$ -	\$ -	\$ -	\$ 1,955,433	\$ 2,705,433
GRSC	GROWTH MANAGEMENT FOR SCOP	\$ 783,139	\$ 72,929	\$ 1,298,613	\$ 1,733,659	\$ 1,787,805	\$ 5,676,145
SCED	2012 SB1998-SMALL CO OUTREACH	\$ 499,420	\$ 487,805	\$ 487,805	\$ 487,805	\$ 487,805	\$ 2,450,640
SCOP	SMALL COUNTY OUTREACH PROGRAM	\$ 524,662	\$ 460,487	\$ 478,049	\$ 479,024	\$ 361,794	\$ 2,304,016
SCRA	SMALL COUNTY RESURFACING	\$ 1,520,602	\$ 850,431	\$ -	\$ 1,515,152	\$ 1,515,152	\$ 5,401,337
SCWR	2015 SB2514A-SMALL CO OUTREACH	\$ 814,927	\$ 593,293	\$ 569,024	\$ 568,293	\$ 570,244	\$ 3,115,781
STED	2012 SB1998-STRATEGIC ECON COR	\$ -	\$ 360,000	\$ 1,252,025	\$ 2,067,386	\$ -	\$ 3,679,411
TLWR	2015 SB2514A-TRAIL NETWORK	\$ 2,630,954	\$ 2,411,243	\$ 5,889,944	\$ -	\$ -	\$ 10,932,141
STATE TOTAL		\$ 100,783,496	\$ 61,075,797	\$ 66,024,523	\$ 32,962,616	\$ 25,587,186	\$ 286,433,618

LOCAL							
Fund Code	Name	2024	2025	2026	2027	2028	Total
LF	LOCAL FUNDS	\$ 11,192,097	\$ 10,951,325	\$ 15,023,472	\$ 8,074,057	\$ 16,655,336	\$ 61,896,287
LOCAL TOTAL		\$ 11,192,097	\$ 10,951,325	\$ 15,023,472	\$ 8,074,057	\$ 16,655,336	\$ 61,896,287

SUMMARY							
		2024	2025	2026	2027	2028	Total
FEDERAL		\$ 107,386,039	\$ 33,722,184	\$ 85,990,805	\$ 29,797,464	\$ 50,326,688	\$ 307,223,180
STATE		\$ 100,783,496	\$ 61,075,797	\$ 66,024,523	\$ 32,962,616	\$ 25,587,186	\$ 286,433,618
LOCAL		\$ 11,192,097	\$ 10,951,325	\$ 15,023,472	\$ 8,074,057	\$ 16,655,336	\$ 61,896,287
		\$ 219,361,632	\$ 105,749,306	\$ 167,038,800	\$ 70,834,137	\$ 92,569,210	\$ 655,553,085

## **SECTION II**

### **Roadway Capacity Projects**

<b>2408361 SR 40 from SR 15 US 17 to SR 11</b>				<b>Managed By:</b> FDOT				<b>SIS</b>	
<b>Project Type:</b> Add Lanes & Reconstruct				<b>Length:</b> 6.376 miles				<b>County:</b> Volusia	
Widen SR 40 from 2 lanes to 4 lanes between SR 15 (US 17) and SR 11				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACNP	ROW		\$ -	\$ 224,061	\$ -	\$ -	\$ -		\$ 224,061
BNIR	ROW		\$ 2,115,000	\$ 1,775	\$ -	\$ -	\$ -		\$ 2,116,775
DIH	ROW		\$ 72,000	\$ 73,000	\$ -	\$ -	\$ -		\$ 145,000
<b>TOTAL</b>		<b>\$ 9,879,755</b>	<b>\$ 2,187,000</b>	<b>\$ 298,836</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,365,591</b>

<b>2408371 SR 40 from W of SR 11 to W of Cone Road</b>				<b>Managed By:</b> FDOT				<b>SIS</b>	
<b>Project Type:</b> Add Lanes & Reconstruct				<b>Length:</b> 7.64 miles				<b>County:</b> Volusia	
Widen SR 40 from 2 lanes to 4 between SR 11 and Cone Road				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
BNIR	ROW		\$ 630,000	\$ -	\$ -	\$ -	\$ -		\$ 630,000
DI	ROW		\$ -	\$ 204,890	\$ -	\$ -	\$ -		\$ 204,890
DIH	ROW		\$ 70,000	\$ 70,000	\$ -	\$ -	\$ -		\$ 140,000
<b>TOTAL</b>		<b>\$ 9,661,567</b>	<b>\$ 700,000</b>	<b>\$ 274,890</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,636,457</b>

<b>4084641 I-4 from SR 44 to E of I-95</b>				<b>Managed By:</b> FDOT				<b>SIS</b>	
<b>Project Type:</b> Add Lanes & Reconstruct				<b>Length:</b> 13.714 miles				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
BNIR	ROW		\$ 630,000	\$ -	\$ -	\$ -	\$ -		\$ 630,000
DI	ROW		\$ -	\$ 204,890	\$ -	\$ -	\$ -		\$ 204,890
DIH	ROW		\$ 70,000	\$ 70,000	\$ -	\$ -	\$ -		\$ 140,000
<b>TOTAL</b>		<b>\$ 9,661,567</b>	<b>\$ 700,000</b>	<b>\$ 274,890</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,636,457</b>

<b>4084642 SR 400 (I-4) E of SR 15/600 (US 17/92) to 1/2 Mile E of SR 472</b>				<b>Managed By:</b> FDOT				SIS	
<b>Project Type:</b> Add Lanes & Reconstruct				<b>Length:</b> 10 miles				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
ACNP	PE		\$ -	\$ -	\$ -	\$ -	\$ 2,323,000		\$ 2,323,000
ACNP	ROW		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
DI	ROW		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
<b>TOTAL</b>		<b>\$ 13,050,820</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,323,000</b>	<b>\$ 33,374,000</b>	<b>\$ 48,747,820</b>

<b>4197721 I-95 N Ormond Business Park Interchange</b>				<b>Managed By:</b> Responsible Agency Not Available				SIS	
<b>Project Type:</b> Pd&E/Emo Study				<b>Length:</b> 1 miles				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
<b>TOTAL</b>		<b>\$ 559,027</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 559,027</b>

<b>4197722 I-95 Interchange at SR 5 (US 1)</b>				<b>Managed By:</b> FDOT				SIS	
<b>Project Type:</b> Interchange - Add Lanes				<b>Length:</b> 0.723 miles				<b>County:</b> Volusia	
Reconstruction of the I-95 at US 1 Interchange to Diverging Diamond				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	ROW		\$ -	\$ -	\$ -	\$ 300,000	\$ -		\$ 300,000
DIH	ROW		\$ -	\$ -	\$ -	\$ 50,000	\$ -		\$ 50,000
DS	ROW		\$ -	\$ -	\$ -	\$ 3,000,000	\$ -		\$ 3,000,000
<b>TOTAL</b>		<b>\$ 7,155,188</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,350,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,505,188</b>

<b>4289471 SR 40 (Granada Blvd) from Breakaway Trail to Williamson Blvd</b>				<b>Managed By:</b> FDOT				<b>SIS</b>	
<b>Project Type:</b> Add Lanes & Reconstruct				<b>Length:</b> 2.46 miles				<b>County:</b> Volusia	
Widen SR 40 from 4 lanes to 6 between Breakaway Trail and Williamson Blvd				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
BNIR	CAP		\$ -	\$ -	\$ 897,975	\$ -	\$ -		\$ 897,975
DI	CAP		\$ -	\$ -	\$ -	\$ -	\$ 884,708		
DIH	CST		\$ -	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000		\$ 160,000
STED	CST		\$ -	\$ 360,000	\$ 1,252,025	\$ 2,067,386	\$ -		\$ 3,679,411
<b>TOTAL</b>		<b>\$ 4,713,138</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ 2,190,000</b>	<b>\$ 2,107,386</b>	<b>\$ 924,708</b>	<b>\$ -</b>	<b>\$ 10,335,232</b>

<b>4362921 I-95 Interchange at Pioneer Trail</b>				<b>Managed By:</b> FDOT				<b>SIS</b>	
<b>Project Type:</b> Interchange (New)				<b>Length:</b> 1.197 miles				<b>County:</b> Volusia	
Construction of a new Interchange at I-95 at Pioneer Trail and associated improvements				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACFP	ROW		\$ 10,746,463	\$ 335,830	\$ -	\$ -	\$ -		
DDR	ROW		\$ 15,000	\$ -	\$ -	\$ -	\$ -		\$ 15,000
DIH	ROW		\$ 40,000	\$ -	\$ -	\$ -	\$ -		\$ 40,000
<b>TOTAL</b>		<b>\$ 137,157,876</b>	<b>\$ 10,801,463</b>	<b>\$ 335,830</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 148,295,169</b>

<b>4468261 I-95 (SR 9) @ Maytown Road New Interchange</b>				<b>Managed By:</b> FDOT				<b>SIS</b>	
<b>Project Type:</b> Pd&E/Emo Study				<b>Length:</b> 0.05 miles				<b>County:</b> Volusia	
Construction of a new Interchange at I-95 at Maytown Road and associated improvements (developer funded)				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
LF	PDE		\$ -	\$ -	\$ 2,500,000	\$ -	\$ -		\$ 2,500,000
<b>TOTAL</b>		<b>\$ 50,082</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,550,082</b>

<b>4484561 LPGA Blvd from US 92 (SR 600) to Williamson Blvd</b>				<b>Managed By:</b> FDOT				SIS	
<b>Project Type:</b> Pd&E/Emo Study				<b>Length:</b> 7.402 miles				<b>County:</b> Volusia	
Reconstruction of I-95 at LPGA Blvd Interchange; widen LPGA Blvd from US 92 to Williamson Blvd; replace bridge over Tomoka River				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DIH	ROW		\$ -	\$ -	\$ 50,000	\$ -	\$ -		\$ 50,000
DS	ROW		\$ -	\$ -	\$ -	\$ 7,000,000	\$ -		\$ 7,000,000
<b>TOTAL</b>		<b>\$ 10,859,440</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 7,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,909,440</b>

<b>4484562 I-95 Interchange at LPGA Blvd</b>				<b>Managed By:</b> FDOT				SIS	
<b>Project Type:</b> Interchange - Add Lanes				<b>Length:</b> 2.762 miles				<b>County:</b> Volusia	
Reconstruction of I-95 at LPGA Blvd Interchange; widen LPGA Blvd from US 92 to Williamson Blvd; replace bridge over Tomoka River				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-20 (Table 6-12)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 86,037,600</b>	<b>\$ 86,037,600</b>

## **SECTION III**

### **Bridge Projects**

<b>4471171 SR 5/US 1 NB Over Turnbull Creek Bridge Replacement</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Bridge Replacement</b>				<b>Length: 0.293 miles</b>				<b>County: Volusia</b>	
				<b>LRTP Ref: Pgs 2-3 to 2-5</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACBR	CST		\$ -	\$ -	\$ 4,550,857	\$ -	\$ -		\$ 4,550,857
<b>TOTAL</b>		<b>\$ 1,098,040</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,550,857</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,648,897</b>

<b>4471181 SR 5/US 1 Over Pellicer Creek Bridge Replacement</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Bridge Replacement</b>				<b>Length: 0.231 miles</b>				<b>County: Flagler</b>	
				<b>LRTP Ref: Pgs 2-3 to 2-5</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACBR	CST		\$ -	\$ -	\$ 11,361,644	\$ -	\$ -		\$ 11,361,644
<b>TOTAL</b>		<b>\$ 1,838,105</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,361,644</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 13,199,749</b>

<b>4489211 SR 415 Over Deep Creek, Alamana Canal, and Lake Ashby</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Bridge-Repair/Rehabilitation</b>				<b>Length: 3.556 miles</b>				<b>County: Volusia</b>	
				<b>LRTP Ref: Pgs 2-3 to 2-5</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
<b>TOTAL</b>		<b>\$ 523,048</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 523,048</b>

<b>4497761 I-95 Over Beamer's Canal Bridge 790221, 790113, 790245, 790246</b>				<b>Managed By: FDOT</b>				<b>SIS</b>	
<b>Project Type: Bridge-Repair/Rehabilitation</b>				<b>Length: 7.11 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
BRRP	PE		\$ -	\$ 50,000	\$ -	\$ -	\$ -		\$ 50,000
DIH	PE		\$ -	\$ 2,000	\$ -	\$ -	\$ -		\$ 2,000
BRRP	CST		\$ -	\$ -	\$ 1,880,472	\$ -	\$ -		\$ 1,880,472
DIH	CST		\$ -	\$ -	\$ 2,180	\$ -	\$ -		\$ 2,180
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 52,000</b>	<b>\$ 1,882,652</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,934,652</b>

<b>4498611 SR 430 Eastbound 790175 &amp; Westbound 790174 Bridges Over Halifax Rive</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Bridge-Repair/Rehabilitation</b>				<b>Length: 0.869 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
BRRP	PE		\$ -	\$ 50,000	\$ -	\$ -	\$ -		\$ 50,000
DIH	PE		\$ -	\$ 2,000	\$ -	\$ -	\$ -		\$ 2,000
BRRP	CST		\$ -	\$ -	\$ 1,334,247	\$ -	\$ -		\$ 1,334,247
DIH	CST		\$ -	\$ -	\$ 2,180	\$ -	\$ -		\$ 2,180
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 52,000</b>	<b>\$ 1,336,427</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,388,427</b>

<b>4502261 I-95 Over Maytown Rd &amp; SR 442 Bridge Deck Rehabilitation</b>		<b>Managed By:</b> FDOT						<b>SIS</b>	
<b>Project Type:</b> Bridge-Repair/Rehabilitation		<b>Length:</b> 8.498 miles						<b>County:</b> Volusia	
		<b>LRTP Ref:</b> Pgs 2-3 to 2-5							
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
BRRP	PE		\$ -	\$ 50,000	\$ -	\$ -	\$ -		\$ 50,000
DIH	PE		\$ -	\$ 2,000	\$ -	\$ -	\$ -		\$ 2,000
BRRP	CST		\$ -	\$ -	\$ 539,033	\$ -	\$ -		\$ 539,033
DIH	CST		\$ -	\$ -	\$ 2,180	\$ -	\$ -		\$ 2,180
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 52,000</b>	<b>\$ 541,213</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 593,213</b>

<b>4505611 SR-44 South Causeway Bridge 790152 West Seawall Rehab</b>		<b>Managed By:</b> FDOT						<b>Non-SIS</b>	
<b>Project Type:</b> Bridge-Repair/Rehabilitation		<b>Length:</b> 0.465 miles						<b>County:</b> Volusia	
		<b>LRTP Ref:</b> Pgs 2-3 to 2-5							
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
BRRP	CST		\$ 365,762	\$ -	\$ -	\$ -	\$ -		\$ 365,762
DIH	CST		\$ 2,056	\$ -	\$ -	\$ -	\$ -		\$ 2,056
<b>TOTAL</b>		<b>\$ 65,186</b>	<b>\$ 367,818</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 433,004</b>

<b>4516911 SR 44/SR 44A - Culvert Rehab 790039 (SR 44 Over Samsula Canal)</b>		<b>Managed By:</b> FDOT						<b>Non-SIS</b>	
<b>Project Type:</b> Bridge-Repair/Rehabilitation		<b>Length:</b> 0.01 miles						<b>County:</b> Volusia	
		<b>LRTP Ref:</b> Pgs 2-3 to 2-5							
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
BRRP	PE		\$ 50,000	\$ -	\$ -	\$ -	\$ -		\$ 50,000
DIH	PE		\$ 2,000	\$ -	\$ -	\$ -	\$ -		
BRRP	CST		\$ -	\$ 473,967	\$ -	\$ -	\$ -		
DIH	CST		\$ -	\$ 2,116	\$ -	\$ -	\$ -		\$ 2,116
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 52,000</b>	<b>\$ 476,083</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 528,083</b>

River to Sea TPO Transportation Improvement Program FY 2023/24 to FY 2027/28

<b>4517111 SR 46; Brev. Co-Sem Co. Fender Rehab (SR 46 Over St. Johns River)</b>		<b>Managed By: FDOT</b>				<b>Non-SIS</b>			
<b>Project Type: Bridge-Repair/Rehabilitation</b>		<b>Length: 0.216 miles</b>				<b>County: Volusia</b>			
		<b>LRTP Ref: Pgs 2-3 to 2-5</b>							
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
BRRP	PE		\$ 50,000	\$ -	\$ -	\$ -	\$ -		\$ 50,000
DIH	PE		\$ 2,000	\$ -	\$ -	\$ -	\$ -		
BRRP	CST		\$ -	\$ 941,037	\$ -	\$ -	\$ -		
DIH	CST		\$ -	\$ 2,116	\$ -	\$ -	\$ -		\$ 2,116
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 52,000</b>	<b>\$ 943,153</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 995,153</b>

## **SECTION IV**

### **Traffic Operations, ITS & Safety Projects**

4204331 River To Sea TPO Traffic Operations SU Reserve					Managed By: FDOT				Non-SIS		
Project Type: Traffic Ops Improvement					Length: N/A				County: Volusia		
-					L RTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
SU	CST		\$ -	\$ -	\$ 415,255	\$ 611,197	\$ 2,319,496		\$	3,345,948	
TOTAL		\$ -	\$ -	\$ -	\$ 415,255	\$ 611,197	\$ 2,319,496	\$ -	\$	3,345,948	

4204332 River To Sea TPO Traffic Operations SU Reserve				Managed By: FDOT				Non-SIS	
Project Type: Traffic Ops Improvement				Length: N/A				County: Volusia	
-				L RTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
GFSU	PE		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
SU	PE		\$ 277,035	\$ 224,885	\$ -	\$ -	\$ -		\$ 501,920
SU	CST		\$ 838,040	\$ 256,061	\$ -	\$ -	\$ -		\$ 1,094,101
TOTAL		\$ 917,975	\$ 1,115,075	\$ 480,946	\$ -	\$ -	\$ -	\$ -	\$ 2,513,996

4279862 SR 40 (Granada Blvd) Drainage Repairs Rail Support				Managed By: FDOT				Non-SIS	
Project Type: Rail Safety Project				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL	\$	2,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,259

<b>4319221 SR 44 at Kepler Road Intersection Improvements</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Roundabout				<b>Length:</b> 0.545 miles				<b>County:</b> Volusia	
				<b>L RTP Ref:</b> Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACPR	PE		\$ 175,000	\$ -	\$ -	\$ -	\$ -		\$ 175,000
DDR	ROW		\$ 218,772	\$ -	\$ -	\$ -	\$ -		\$ 218,772
DIH	ROW		\$ 473,300	\$ -	\$ -	\$ -	\$ -		\$ 473,300
DS	ROW		\$ 123,920	\$ -	\$ -	\$ -	\$ -		\$ 123,920
ACPR	DSB		\$ 7,763,961	\$ -	\$ -	\$ -	\$ -		\$ 7,763,961
DDR	DSB		\$ 15,050	\$ -	\$ -	\$ -	\$ -		\$ 15,050
DIH	DSB		\$ 15,420	\$ -	\$ -	\$ -	\$ -		\$ 15,420
<b>TOTAL</b>		<b>\$ 8,738,968</b>	<b>\$ 8,785,423</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,524,391</b>

<b>4379421 US 92 (SR 600) from the Halifax River Bridge to SR A1A</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Miscellaneous Construction				<b>Length:</b> 0.682 miles				<b>County:</b> Volusia	
Corridor access management with median modifications and pedestrian improvements				<b>L RTP Ref:</b> Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	ROW		\$ 1,639,231	\$ 116,326	\$ -	\$ -	\$ -		\$ 1,755,557
DDR	CST		\$ -	\$ 47,610	\$ -	\$ -	\$ -		\$ 47,610
<b>TOTAL</b>		<b>\$ 29,511,636</b>	<b>\$ 1,639,231</b>	<b>\$ 163,936</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31,314,803</b>

4379422 US 92 (SR 600) from the Halifax River Bridge to SR A1A Landscaping				Managed By: FDOT				Non-SIS	
Project Type: Landscaping				Length: 0.682 miles				County: Volusia	
Landscaping Improvements associated with Project 4379421				LRTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	CST		\$ -	\$ 1,351,335	\$ -	\$ -	\$ -		\$ 1,351,335
DIH	CST		\$ -	\$ 10,580	\$ -	\$ -	\$ -		\$ 10,580
TOTAL		\$ -	\$ -	\$ 1,361,915	\$ -	\$ -	\$ -	\$ -	\$ 1,361,915

4391561 SR 11, Perkins Highway @ CR 304, MP 5.970				Managed By: FDOT				Non-SIS	
Project Type: Roundabout				Length: 0.4 miles				County: Flagler	
-				L RTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
ACPR	CST		\$ 3,677,114	\$ -	\$ -	\$ -	\$ -		\$ 3,677,114
DIH	CST		\$ 1,029	\$ -	\$ -	\$ -	\$ -		\$ 1,029
TOTAL		\$ 837,940	\$ 3,678,143	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,516,083

4457161 US 17 from SR 15A to South Of Spring St					Managed By: FDOT				SIS	
Project Type: Safety Project					Length: 2.885 miles				County: Volusia	
Corridor access management with median modifications and pedestrian improvements					LRTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
ACSS	CST		\$ 2,793,230	\$ -	\$ -	\$ -	\$ -		\$ 2,793,230	
DDR	CST		\$ 2,626,314	\$ -	\$ -	\$ -	\$ -		\$ 2,626,314	
DS	CST		\$ 2,021,395	\$ -	\$ -	\$ -	\$ -		\$ 2,021,395	
TOTAL		\$ 927,943	\$ 7,440,939	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,368,882	

4465441 SR A1A @ Williams Ave Signal Reconstruction					Managed By: FDOT			Non-SIS	
Project Type: Traffic Signals					Length: 0.027 miles			County: Volusia	
-					LRTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	CST		\$ 863,721	\$ -	\$ -	\$ -	\$ -		\$ 863,721
DIH	CST		\$ 81,292	\$ -	\$ -	\$ -	\$ -		\$ 81,292
DS	CST		\$ 241,993	\$ -	\$ -	\$ -	\$ -		\$ 241,993
TOTAL		\$ 242,464	\$ 1,187,006	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,429,470

4477121 Pioneer Trail / Tomoka Farms Rd Roundabout				Managed By: Volusia County				Non-SIS	
Project Type: Intersection Improvement				Length: 0.498 miles				County: Volusia	
				LRTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
ACSU	CST		\$ 1,400,000	\$ -	\$ -	\$ -	\$ -		\$ 1,400,000
CARU	CST		\$ 970,418	\$ -	\$ -	\$ -	\$ -		\$ 970,418
LF	CST		\$ 265,000	\$ -	\$ -	\$ -	\$ -		\$ 265,000
SU	CST		\$ 5,000	\$ -	\$ -	\$ -	\$ -		\$ 5,000
TALU	CST		\$ 62,331	\$ -	\$ -	\$ -	\$ -		\$ 62,331
TOTAL		\$ 600,000	\$ 2,702,749	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,302,749

<b>4478331 Clyde Morris Blvd @ Willow Run Blvd, Madeline Ave &amp; Reed Canal Rd</b>				<b>Managed By: Volusia County</b>				<b>Non-SIS</b>	
<b>Project Type: Intersection Improvement</b>				<b>Length: 1.885 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
LF	PE		\$ -	\$ -	\$ 27,975	\$ -	\$ -		\$ 27,975
SU	PE		\$ -	\$ -	\$ 251,775	\$ -	\$ -		\$ 251,775
LF	ROW		\$ -	\$ -	\$ -	\$ -	\$ 32,753		\$ 32,753
SU	ROW		\$ -	\$ -	\$ -	\$ -	\$ 299,773		\$ 299,773
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 279,750</b>	<b>\$ -</b>	<b>\$ 332,526</b>	<b>\$ -</b>	<b>\$ 612,276</b>

<b>4492351 SR 600 / US 17-92 and Enterprise Rd Intersection</b>				<b>Managed By: FDOT</b>				<b>SIS</b>	
<b>Project Type: Intersection Improvement</b>				<b>Length: 0.15 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACSS	PE		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
DDR	PE		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
DIH	PE		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
ACSS	CST		\$ -	\$ 1,699,955	\$ -	\$ -	\$ -		\$ 1,699,955
<b>TOTAL</b>		<b>\$ 555,781</b>	<b>\$ -</b>	<b>\$ 1,699,955</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,255,736</b>

<b>4494691 LPGA Boulevard &amp; Jimmy Ann Drive Intersection</b>				<b>Managed By:</b> Daytona Beach				<b>Non-SIS</b>	
<b>Project Type:</b> Traffic Signals				<b>Length:</b> 0.002 miles				<b>County:</b> Volusia	
Install New Traffic Signal at LPGA Blvd/Jimmy Ann Drive				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
LF	PE		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
LF	CST		\$ -	\$ 16,521	\$ -	\$ -	\$ -		\$ 16,521
SU	CST		\$ -	\$ 996,174	\$ -	\$ -	\$ -		\$ 996,174
<b>TOTAL</b>		<b>\$ 55,000</b>	<b>\$ -</b>	<b>\$ 1,012,695</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,067,695</b>

<b>4494751 Williamson Blvd from Airport Rd to Taylor Rd</b>				<b>Managed By:</b> Volusia County				<b>Non-SIS</b>	
<b>Project Type:</b> Safety Project				<b>Length:</b> 2.1 miles				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
LF	PE		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
LF	CST		\$ -	\$ 55,000	\$ -	\$ -	\$ -		\$ 55,000
SU	CST		\$ -	\$ 386,525	\$ -	\$ -	\$ -		\$ 386,525
<b>TOTAL</b>		<b>\$ 24,000</b>	<b>\$ -</b>	<b>\$ 441,525</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 465,525</b>

<b>4497701 Dunlawton Avenue Turn Lanes Various Locations</b>				<b>Managed By:</b> Port Orange				<b>Non-SIS</b>	
<b>Project Type:</b> Intersection Improvement				<b>Length:</b> 1.659 miles				<b>County:</b> Volusia	
Intersection Improvements at various intersections along Dunlawton Ave				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
LF	ROW		\$ -	\$ 29,094	\$ -	\$ -	\$ -		\$ 29,094
SU	ROW		\$ -	\$ 261,846	\$ -	\$ -	\$ -		\$ 261,846
LF	CST		\$ -	\$ -	\$ -	\$ 1,273,305	\$ -		\$ 1,273,305
SU	CST		\$ -	\$ -	\$ -	\$ 3,455,262	\$ -		\$ 3,455,262
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 290,940</b>	<b>\$ -</b>	<b>\$ 4,728,567</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,019,507</b>

4497702    Dunlawton Avenue Turn Lanes Various Locations					Managed By: FDOT				Non-SIS	
Project Type: Intersection Improvement					Length: N/A				County: Volusia	
Intersection Improvements at various intersections along Dunlawton Ave					LRTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
TOTAL		\$ 608,881	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	608,881

4512571 SR 600/US 92 at CR 4101 (Kepler Rd)					Managed By: FDOT			Non-SIS	
Project Type: Safety Project					Length: 0.1 miles			County: Volusia	
-					LRTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
ACSS	PE		\$ -	\$ 450,000	\$ -	\$ -	\$ -		\$ 450,000
DIH	PE		\$ -	\$ 40,000	\$ -	\$ -	\$ -		\$ 40,000
ACSS	CST		\$ -	\$ -	\$ -	\$ 622,142	\$ -		\$ 622,142
DIH	CST		\$ -	\$ -	\$ -	\$ 56,150	\$ -		\$ 56,150
TOTAL		\$ -	\$ -	\$ 490,000	\$ -	\$ 678,292	\$ -	\$ -	\$ 1,168,292

4521864 US 17/SR 40 (Barberville) "Gap" 22 - Ev Dcfs (Phase II)					Managed By: Responsible Agency Not Available SIS				
Project Type: Electric Vehicle Charging					Length: 2 miles			County: Volusia	
-					L RTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
GFEV	OPS		\$ -	\$ 1,500,000	\$ -	\$ -	\$ -		\$ 1,500,000
GFEV	CAP		\$ 900,000	\$ -	\$ -	\$ -	\$ -		\$ 900,000
TOTAL		\$ -	\$ 900,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000

4523541 Rhode Island/Leavitt Ave Roundabout				Managed By: Volusia County				Non-SIS	
Project Type: Roundabout				Length: 0.081 miles				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-11 (Table 6-16), 6-18					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
CARL	CST		\$ 403,398	\$ -	\$ -	\$ -	\$ -		\$ 403,398
LF	CST		\$ 172,421	\$ -	\$ -	\$ -	\$ -		\$ 172,421
SU	CST		\$ 948,538	\$ -	\$ -	\$ -	\$ -		\$ 948,538
TOTAL		\$ -	\$ 1,524,357	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,524,357

## **SECTION V**

### **Maintenance Projects**

2441721 Bunnell Memorandum Of Agreement					Managed By: FDOT				Non-SIS		
Project Type: Routine Maintenance					Length: N/A				County: Flagler		
Routine maintenance contract with City of Bunnell					LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
D	MNT		\$ -	\$ -	\$ 256,272	\$ -	\$ -		\$ 256,272		
TOTAL		\$ 1,474,793	\$ -	\$ -	\$ 256,272	\$ -	\$ -	\$ -	\$ 1,731,065		

2445831 Ormond Beach Memorandum Of Agreement					Managed By: FDOT					Non-SIS	
Project Type: Routine Maintenance					Length: N/A					County: Volusia	
Routine maintenance contract with City of Ormond Beach					LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
D	MNT		\$ 127,138	\$ 127,138	\$ -	\$ -	\$ -		\$ 254,276		
TOTAL		\$ 4,024,533	\$ 127,138	\$ 127,138	\$ -	\$ -	\$ -	\$ -	\$ 4,278,809		

2446071 Daytona Beach Memorandum Of Agreement					Managed By: FDOT					Non-SIS	
Project Type: Routine Maintenance					Length: N/A					County: Volusia	
Routine maintenance contract with City of Daytona Beach					LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
D	MNT		\$ 267,015	\$ 267,015	\$ 267,015	\$ 267,015	\$ -		\$	1,068,060	
TOTAL		\$ 5,086,227	\$ 267,015	\$ 267,015	\$ 267,015	\$ 267,015	\$ -	\$ -	\$	6,154,287	

2446451 South Daytona Memorandum Of Agreement					Managed By: FDOT				Non-SIS	
Project Type: Routine Maintenance					Length: N/A				County: Volusia	
Routine maintenance contract with City of South Daytona					LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
D	MNT		\$ -	\$ -	\$ 104,259	\$ -	\$ -		\$	104,259
TOTAL		\$ 585,346	\$ -	\$ -	\$ 104,259	\$ -	\$ -	\$ -	\$	689,605

2449121 Holly Hill Memorandum Of Agreement				Managed By: FDOT				Non-SIS	
Project Type: Routine Maintenance				Length: N/A				County: Volusia	
Routine maintenance contract with City of Holly Hill				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
D	MNT		\$ -	\$ -	\$ 103,509	\$ -	\$ -		\$ 103,509
TOTAL		\$ 789,885	\$ -	\$ -	\$ 103,509	\$ -	\$ -	\$ -	\$ 893,394

2451917 Bridge Inspection Due To Hurricane Matthew - Volusia				Managed By: FDOT				Non-SIS	
Project Type: Emergency Operations				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL		\$ 18,913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,913

<b>4136155 Lighting Agreements</b>				<b>Managed By:</b> FDOT				Non-SIS	
<b>Project Type:</b> Lighting				<b>Length:</b> N/A				<b>County:</b> Flagler	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
D	MNT		\$ 84,408	\$ 86,940	\$ 89,548	\$ 97,072	\$ -		\$ 357,968
DDR	MNT		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
<b>TOTAL</b>		<b>\$ 1,184,633</b>	<b>\$ 84,408</b>	<b>\$ 86,940</b>	<b>\$ 89,548</b>	<b>\$ 97,072</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,542,601</b>

<b>4136158 Lighting Agreements</b>				<b>Managed By:</b> FDOT				Non-SIS	
<b>Project Type:</b> Lighting				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	MNT		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
D	MNT		\$ 1,179,041	\$ 1,214,422	\$ 1,250,845	\$ 1,269,355	\$ -		\$ 4,913,663
<b>TOTAL</b>		<b>\$ 15,663,017</b>	<b>\$ 1,179,041</b>	<b>\$ 1,214,422</b>	<b>\$ 1,250,845</b>	<b>\$ 1,269,355</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,576,680</b>

<b>4149791 City Of Flagler Bch. Memorandum Of Agreement</b>				<b>Managed By:</b> FDOT				Non-SIS	
<b>Project Type:</b> Routine Maintenance				<b>Length:</b> N/A				<b>County:</b> Flagler	
Routine maintenance contract with City of Flagler Beach				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
D	MNT		\$ -	\$ 161,172	\$ -	\$ -	\$ -		\$ 161,172
<b>TOTAL</b>		<b>\$ 566,610</b>	<b>\$ -</b>	<b>\$ 161,172</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 727,782</b>

4149792      Flagler County Memorandum Of Agreement				Managed By: Flagler County				Non-SIS	
Project Type: Routine Maintenance				Length: N/A				County: Flagler	
Routine maintenance contract with Flagler County				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL		\$ 133,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,902

4149793      Flagler County MOA Old Dixie Hwy Interchange I-95				Managed By: FDOT				Non-SIS	
Project Type: Routine Maintenance				Length: N/A				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL		\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000

4157491 Orange City Memorandum Of Agreement				Managed By: Orange City				Non-SIS	
Project Type: Routine Maintenance				Length: N/A				County: Volusia	
Routine maintenance contract with City of Orange City				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
D	MNT		\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000		\$ 150,000
TOTAL		\$ 557,175	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ -	\$ 707,175

4173641 City Of Palm Coast Memorandum Of Agreement					Managed By: FDOT			Non-SIS	
Project Type: Routine Maintenance					Length: N/A			County: Flagler	
Routine maintenance contract with City of Palm Coast					LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
D	MNT		\$ -	\$ -	\$ 427,260	\$ -	\$ -		\$ 427,260
TOTAL		\$ 1,945,756	\$ -	\$ -	\$ 427,260	\$ -	\$ -	\$ -	\$ 2,373,016

<b>4181051 Flagler Roadways Primary In-House</b>				<b>Managed By:</b> FDOT				Non-SIS	
<b>Project Type:</b> Routine Maintenance				<b>Length:</b> N/A				<b>County:</b> Flagler	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
D	MNT		\$ 168,565	\$ 168,565	\$ 168,565	\$ 168,565	\$ 168,565		\$ 842,825
<b>TOTAL</b>		<b>\$ 2,670,859</b>	<b>\$ 168,565</b>	<b>\$ 168,565</b>	<b>\$ 168,565</b>	<b>\$ 168,565</b>	<b>\$ 168,565</b>	<b>\$ -</b>	<b>\$ 3,513,684</b>

<b>4181131 Volusia Primary In-House</b>				<b>Managed By:</b> FDOT				Non-SIS	
<b>Project Type:</b> Routine Maintenance				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
D	MNT		\$ 3,009,686	\$ 3,009,686	\$ 3,009,686	\$ 3,009,686		\$ -	\$ 12,038,744
<b>TOTAL</b>		<b>\$ 75,875,004</b>	<b>\$ 3,009,686</b>	<b>\$ 3,009,686</b>	<b>\$ 3,009,686</b>	<b>\$ 3,009,686</b>	<b>\$ 2,889,686</b>	<b>\$ -</b>	<b>\$ 90,803,434</b>

<b>4254551 Pipe Desilt/Video/ Repair Various Locations</b>				<b>Managed By:</b> FDOT				Non-SIS	
<b>Project Type:</b> Routine Maintenance				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
<b>TOTAL</b>		<b>\$ 2,506,017</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,506,017</b>

4254552 Sidewalk/Concrete Re Pairs;Performance Various Locations				Managed By: FDOT				Non-SIS	
Project Type: Routine Maintenance				Length: N/A				County: Volusia	
				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
D	MNT		\$ 50,000	\$ 300,000	\$ -	\$ -	\$ -		\$ 350,000
TOTAL		\$ 2,470,140	\$ 50,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 2,820,140

4254553     Inlet Grate Repl. SR A1A,Riverside to SR 40				Managed By: FDOT				Non-SIS	
Project Type: Routine Maintenance				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL		\$ 76,222	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,222

4279861 Drainage Maintenance And Repair				Managed By: FDOT				Non-SIS	
Project Type: Routine Maintenance				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
D	MNT		\$ 500,000	\$ -	\$ -	\$ -	\$ -		\$ 500,000
D	MNT		\$ 528,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000		\$ 2,728,000
TOTAL		\$ 36,261,998	\$ 1,028,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ -	\$ 39,489,998

4280031 Volusia Performance Aesthetics				Managed By: FDOT				Non-SIS	
Project Type: Routine Maintenance				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
D	MNT		\$ 528,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000		\$ 2,728,000
TOTAL		\$ 36,261,998	\$ 1,028,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ -	\$ 39,489,998

4290781     Asset Maintenance - Flagler County				Managed By: FDOT				Non-SIS	
Project Type: Routine Maintenance				Length: N/A				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL		\$ 7,822,437	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,822,437

4336141 CR 205 from SR 100 to CR 13					Managed By: Flagler County					Non-SIS	
Project Type: Resurfacing					Length: 1.921 miles					County: Flagler	
-					LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
TOTAL		\$ 1,838,243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,838,243	

<b>4336142 CR 205 from SR 100 to Private Dirt Road</b>				<b>Managed By:</b> Responsible Agency Not Available				Non-SIS	
<b>Project Type:</b> Widen/Resurface Exist Lanes				<b>Length:</b> 1.856 miles				<b>County:</b> Flagler	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
GRSC	CST		\$ -	\$ 72,929	\$ -	\$ -	\$ -		\$ 72,929
SCED	CST		\$ -	\$ 487,805	\$ -	\$ -	\$ -		\$ 487,805
SCOP	CST		\$ -	\$ 460,487	\$ -	\$ -	\$ -		\$ 460,487
SCRA	CST		\$ -	\$ 287,681	\$ -	\$ -	\$ -		\$ 287,681
SCWR	CST		\$ -	\$ 593,293	\$ -	\$ -	\$ -		\$ 593,293
<b>TOTAL</b>		\$ -	\$ -	\$ 1,902,195	\$ -	\$ -	\$ -	\$ -	\$ 1,902,195

<b>4353001 CR 304 Resurfacing from CR 305 to SR 5 (US1)</b>				<b>Managed By:</b> Flagler County				Non-SIS	
<b>Project Type:</b> Resurfacing				<b>Length:</b> 10.394 miles				<b>County:</b> Flagler	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
GRSC	CST		\$ -	\$ -	\$ 1,298,613	\$ -	\$ -		\$ 1,298,613
LF	CST		\$ -	\$ -	\$ 1,429,009	\$ -	\$ -		\$ 1,429,009
SCED	CST		\$ -	\$ -	\$ 487,805	\$ -	\$ -		\$ 487,805
SCOP	CST		\$ -	\$ -	\$ 478,049	\$ -	\$ -		\$ 478,049
SCWR	CST		\$ -	\$ -	\$ 569,024	\$ -	\$ -		\$ 569,024
<b>TOTAL</b>		\$ 250,000	\$ -	\$ -	\$ 4,262,500	\$ -	\$ -	\$ -	\$ 4,512,500

<b>4372081 Otis Stone Hunter Rd to E of The Florida East Coast Railroad Crossing</b>				<b>Managed By:</b> Flagler County				Non-SIS	
<b>Project Type:</b> Road Reconstruction - 2 Lane				<b>Length:</b> 3.549 miles				<b>County:</b> Flagler	
				<b>L RTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
GRSC	CST		\$ 240,389	\$ -	\$ -	\$ -	\$ -		\$ 240,389
SCED	CST		\$ 499,420	\$ -	\$ -	\$ -	\$ -		\$ 499,420
SCOP	CST		\$ 524,662	\$ -	\$ -	\$ -	\$ -		\$ 524,662
SCRA	CST		\$ 1,470,602	\$ -	\$ -	\$ -	\$ -		\$ 1,470,602
SCWR	CST		\$ 814,927	\$ -	\$ -	\$ -	\$ -		\$ 814,927
<b>TOTAL</b>		<b>\$ 581,550</b>	<b>\$ 3,550,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,131,550</b>

<b>4386371 Walnut Ave from Water Oak Rd to Forest Park Street</b>				<b>Managed By:</b> Responsible Agency Not Available				Non-SIS	
<b>Project Type:</b> Widen/Resurface Exist Lanes				<b>Length:</b> 0.001 miles				<b>County:</b> Flagler	
				<b>L RTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
GRSC	PE		\$ 250,000	\$ -	\$ -	\$ -	\$ -		\$ 250,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000</b>

<b>4391241 SR A1A from Osprey Drive to North Of Mariners Drive</b>				<b>Managed By:</b> FDOT				Non-SIS	
<b>Project Type:</b> Resurfacing				<b>Length:</b> 3.798 miles				<b>County:</b> Flagler	
				<b>L RTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	CST		\$ 3,905,662	\$ -	\$ -	\$ -	\$ -		\$ 3,905,662
DIH	CST		\$ 10,280	\$ -	\$ -	\$ -	\$ -		\$ 10,280
DS	CST		\$ 1,852,872	\$ -	\$ -	\$ -	\$ -		\$ 1,852,872
<b>TOTAL</b>		<b>\$ 1,480,997</b>	<b>\$ 5,768,814</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,249,811</b>

4428741 SR A1A from North of SR 40 (Granada Blvd) to Sandra Drive				Managed By: FDOT				Non-SIS	
Project Type: Resurfacing				Length: 3.577 miles				County: Volusia	
				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	CST		\$ 9,018,772	\$ -	\$ -	\$ -	\$ -		\$ 9,018,772
DIH	CST		\$ 10,280	\$ -	\$ -	\$ -	\$ -		\$ 10,280
TOTAL		\$ 2,230,414	\$ 9,029,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,259,466

4428841 SR A1A from North of International Speedway Blvd to Milsap Rd				Managed By: FDOT				Non-SIS	
Project Type: Resurfacing				Length: 3.666 miles				County: Volusia	
				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	CST		\$ 10,241,367	\$ -	\$ -	\$ -	\$ -		\$ 10,241,367
DIH	CST		\$ 10,558	\$ -	\$ -	\$ -	\$ -		\$ 10,558
TOTAL		\$ 3,153,446	\$ 10,251,925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,405,371

4429071 SR 415 from East of Acorn Lake Road to SR 44					Managed By: FDOT				Non-SIS		
Project Type: Resurfacing					Length: 10.146 miles				County: Volusia		
-					L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
DIH	CST		\$ 10,280	\$ -	\$ -	\$ -	\$ -		\$	10,280	
TOTAL		\$ 10,913,420	\$ 10,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$	10,923,700	

4434331		SR 600 from N Alabama Ave to East of CR 4101 / N Kepler Rd Asphalt				Managed By: FDOT			Non-SIS	
Project Type:		Resurfacing				Length: 2.616 miles			County: Volusia	
-		LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)								
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
ACNP	CST		\$ -	\$ -	\$ -	\$ 3,735,983	\$ -		\$ 3,735,983	
DIH	CST		\$ -	\$ -	\$ -	\$ 391,485	\$ -		\$ 391,485	
TOTAL		\$ 6,926,335	\$ -	\$ -	\$ -	\$ 4,127,468	\$ -	\$ -	\$ 11,053,803	

4449961 Rima Ridge Resurfacing Various Roadways				Managed By: Flagler County				Non-SIS	
Project Type: Widen/Resurface Exist Lanes				Length: 1.926 miles				County: Flagler	
				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
GRSC	CST		\$ -	\$ -	\$ -	\$ 1,733,659	\$ -		\$ 1,733,659
LF	CST		\$ -	\$ -	\$ -	\$ 136,067	\$ -		\$ 136,067
SCED	CST		\$ -	\$ -	\$ -	\$ 487,805	\$ -		\$ 487,805
SCOP	CST		\$ -	\$ -	\$ -	\$ 479,024	\$ -		\$ 479,024
SCRA	CST		\$ -	\$ -	\$ -	\$ 1,515,152	\$ -		\$ 1,515,152
SCWR	CST		\$ -	\$ -	\$ -	\$ 568,293	\$ -		\$ 568,293
TOTAL		\$ 246,961	\$ -	\$ -	\$ -	\$ 4,920,000	\$ -	\$ -	\$ 5,166,961

<b>4452161 SR 5/US 1 from Ridgewood Ave to North Of Palm Coast Parkway</b>				<b>Managed By: FDOT</b>				<b>SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 6.175 miles</b>				<b>County: Flagler</b>	
				<b>LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACNR	CST		\$ 4,955,241	\$ -	\$ -	\$ -	\$ -		\$ 4,955,241
ACSA	CST		\$ 1,339,750	\$ -	\$ -	\$ -	\$ -		\$ 1,339,750
DDR	CST		\$ 8,983,120	\$ -	\$ -	\$ -	\$ -		\$ 8,983,120
DIH	CST		\$ 10,280	\$ -	\$ -	\$ -	\$ -		\$ 10,280
DS	CST		\$ 2,238,563	\$ -	\$ -	\$ -	\$ -		\$ 2,238,563
SA	CST		\$ 719,600	\$ -	\$ -	\$ -	\$ -		\$ 719,600
<b>TOTAL</b>		<b>\$ 2,206,352</b>	<b>\$ 18,246,554</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,452,906</b>

<b>4452162 SR 5 from North of Palm Coast Pkwy to South of St Johns County Line</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 6.609 miles</b>				<b>County: Flagler</b>	
				<b>LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CST		\$ -	\$ 13,630,470	\$ -	\$ -	\$ -		\$ 13,630,470
DIH	CST		\$ -	\$ 10,580	\$ -	\$ -	\$ -		\$ 10,580
DS	CST		\$ -	\$ 1,710,961	\$ -	\$ -	\$ -		\$ 1,710,961
<b>TOTAL</b>		<b>\$ 1,355,110</b>	<b>\$ -</b>	<b>\$ 15,352,011</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,707,121</b>

4452191 SR 100 from N Palmetto St to East of Old Kings Rd South				Managed By: FDOT				SIS	
Project Type: Resurfacing				Length: 4.57 miles				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
ACNR	CST		\$ 12,591,922	\$ -	\$ -	\$ -	\$ -		\$ 12,591,922
DDR	CST		\$ 907,224	\$ -	\$ -	\$ -	\$ -		
DIH	CST		\$ 10,280	\$ -	\$ -	\$ -	\$ -		
SA	CST		\$ 5,528,957	\$ -	\$ -	\$ -	\$ -		
TOTAL		\$ 2,311,973	\$ 19,038,383	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,350,356

4453011		SR 15/600 (US 17/92) from N of Wisconsin Ave to N of SR 15A (Taylor Rd				Managed By: FDOT			SIS	
Project Type: Resurfacing				Length: 2.852 miles				County: Volusia		
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
DDR	CST		\$ 10,788,676	\$ -	\$ -	\$ -	\$ -		\$ 10,788,676	
DIH	CST		\$ 10,280	\$ -	\$ -	\$ -	\$ -		\$ 10,280	
TOTAL		\$ 1,588,894	\$ 10,798,956	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,387,850	

4453011 SR 15/600 (US 17/92) from N of Wisconsin Ave to N of SR 15A (Taylor Rd)										Managed By: FDOT										SIS									
Project Type: Resurfacing										Length: 2.852 miles										County: Volusia									
										LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)																			
Fund		Phase		<2024		2024		2025		2026		2027		2028		>2028		Total											
DDR	CST			\$	10,788,676	\$	-	\$	-	\$	-	\$	-	\$	-			\$	10,788,676										
DIH	CST			\$	10,280	\$	-	\$	-	\$	-	\$	-	\$	-			\$	10,280										
TOTAL		\$	1,588,894	\$	10,798,956	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	12,387,850										

4469261		Westmayer Place Paving from End of the Road to N Ocean Shore Blvd				Managed By: Responsible Agency Not Available				Non-SIS	
Project Type:		Resurfacing				Length: 0.136 miles				County: Flagler	
-		LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)									
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
SCRA	PE		\$ 50,000	\$ -	\$ -	\$ -	\$ -		\$	50,000	
TOTAL		\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$	50,000	

4469281 CR-302 from Coconut Blvd to Forest Park Street					Managed By: Responsible Agency Not Available					Non-SIS	
Project Type: Flexible Pavement Reconstruct.					Length: 1.375 miles					County: Flagler	
					LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
GRSC	PE		\$ 292,750	\$ -	\$ -	\$ -	\$ -		\$	292,750	
TOTAL		\$ -	\$ 292,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$	292,750	

4469301     Jungle Hut Road from N Ocean Shore Blvd to Beach Access Point				Managed By: Responsible Agency Not Available				Non-SIS	
Project Type: Road Reconstruction - 2 Lane				Length: 0.716 miles				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
SCRA	PE		\$ -	\$ 120,000	\$ -	\$ -	\$ -		\$ 120,000
TOTAL		\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000

4469311 Armand Beach Drive Resurfacing and Other Various Roadways				Managed By: Flagler County				Non-SIS	
Project Type: Road Reconstruction - 2 Lane				Length: 2.045 miles				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL		\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000

4469311 Armand Beach Drive Resurfacing and Other Various Roadways				Managed By: Flagler County				Non-SIS	
Project Type: Road Reconstruction - 2 Lane				Length: 2.045 miles				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
SCRA	CST		\$ -	\$ -	\$ -	\$ -	\$ 560,000		\$ 560,000
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 560,000	\$ -	\$ 560,000

4469341 East Daytona North Paving - Phase 1 (Various Locations)				Managed By: Flagler County				Non-SIS	
Project Type: Flexible Pavement Reconstruct.				Length: 2.184 miles				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
GRSC	CST		\$ -	\$ -	\$ -	\$ -	\$ 1,787,805		\$ 1,787,805
SCED	CST		\$ -	\$ -	\$ -	\$ -	\$ 487,805		\$ 487,805
SCOP	CST		\$ -	\$ -	\$ -	\$ -	\$ 361,794		\$ 361,794
SCRA	CST		\$ -	\$ -	\$ -	\$ -	\$ 955,152		\$ 955,152
SCWR	CST		\$ -	\$ -	\$ -	\$ -	\$ 570,244		\$ 570,244
TOTAL		\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ 4,162,800	\$ -	\$ 4,277,800

4469342			East Daytona North Paving - Phase 1 (Various Locations)					Managed By: Flagler County				Non-SIS				
Project Type:			Flexible Pavement Reconstruct.					Length: 3.271 miles				County: Flagler				
-			LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)													
Fund	Phase	<2024		2024		2025		2026		2027		2028		>2028		Total
TOTAL		\$	144,955	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 144,955

4469391 Forest Park Street/CR 35 from CR 302 to SR 100				Managed By: Responsible Agency Not Available				Non-SIS	
Project Type: Flexible Pavement Reconstruct.				Length: 3.306 miles				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
SCRA	PE		\$ -	\$ 442,750	\$ -	\$ -	\$ -		\$ 442,750
TOTAL		\$ -	\$ -	\$ 442,750	\$ -	\$ -	\$ -	\$ -	\$ 442,750

4470821 SR 11 from Volusia County Line to SR 5 (US 1)					Managed By: FDOT					Non-SIS	
Project Type: Resurfacing					Length: 15.477 miles					County: Flagler	
-					LRTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
TOTAL		\$ 18,642,130	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,642,130		

<b>4470841 SR 15 from E 4th Ave to Palmetto Ave</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 2.26 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DIH	PE		\$ 10,000	\$ -	\$ -	\$ -	\$ -		\$ 10,000
DS	PE		\$ 900,000	\$ -	\$ -	\$ -	\$ -		\$ 900,000
DDR	CST		\$ -	\$ -	\$ 537,479	\$ -	\$ -		\$ 537,479
DIH	CST		\$ -	\$ -	\$ 10,900	\$ -	\$ -		\$ 10,900
DS	CST		\$ -	\$ -	\$ 4,388,160	\$ -	\$ -		\$ 4,388,160
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 910,000</b>	<b>\$ -</b>	<b>\$ 4,936,539</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,846,539</b>

<b>4470861 SR 44 from Riverside Dr to Desoto Dr</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 1.232 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	PE		\$ 700,000	\$ -	\$ -	\$ -	\$ -		\$ 700,000
DIH	PE		\$ 10,000	\$ -	\$ -	\$ -	\$ -		\$ 10,000
DDR	CST		\$ -	\$ -	\$ 2,501,573	\$ -	\$ -		\$ 2,501,573
DIH	CST		\$ -	\$ -	\$ 10,900	\$ -	\$ -		\$ 10,900
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 710,000</b>	<b>\$ -</b>	<b>\$ 2,512,473</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,222,473</b>

<b>4470891 SR 5 from N of Reed Canal To S of Ridge Blvd &amp; Spruce Creek Bridge</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Resurfacing				<b>Length:</b> 0.678 miles				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACNR	CST		\$ -	\$ 1,516,492	\$ -	\$ -	\$ -		\$ 1,516,492
DDR	CST		\$ -	\$ 201,658	\$ -	\$ -	\$ -		\$ 201,658
DIH	CST		\$ -	\$ 10,580	\$ -	\$ -	\$ -		\$ 10,580
DS	CST		\$ -	\$ 180,576	\$ -	\$ -	\$ -		\$ 180,576
<b>TOTAL</b>		<b>\$ 780,847</b>	<b>\$ -</b>	<b>\$ 1,909,306</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,690,153</b>

<b>4471051 SR 40 from SR 5 to SR A1A</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Resurfacing				<b>Length:</b> 1.481 miles				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CST		\$ 6,788,411	\$ -	\$ -	\$ -	\$ -		\$ 6,788,411
DIH	CST		\$ 10,280	\$ -	\$ -	\$ -	\$ -		\$ 10,280
<b>TOTAL</b>		<b>\$ 1,440,815</b>	<b>\$ 6,798,691</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,239,506</b>

<b>4487951 SR A1A Resurfacing from S 8th St to N 18th St</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Resurfacing				<b>Length:</b> 1.82 miles				<b>County:</b> Flagler	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CST		\$ -	\$ 2,899,263	\$ -	\$ -	\$ -		\$ 2,899,263
DIH	CST	\$ -	\$ -	\$ 10,580	\$ -	\$ -	\$ -	\$ -	\$ 10,580
<b>TOTAL</b>		<b>\$ 1,294,516</b>	<b>\$ -</b>	<b>\$ 2,909,843</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,204,359</b>

<b>4487981 SR-430 from Clyde Morris Blvd to E of Beach Street</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 2.37 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACNR	CST		\$ -	\$ 824,516	\$ -	\$ -	\$ -		\$ 824,516
DDR	CST		\$ -	\$ 7,829,641	\$ -	\$ -	\$ -		\$ 7,829,641
DIH	CST		\$ -	\$ 10,580	\$ -	\$ -	\$ -		\$ 10,580
DS	CST		\$ -	\$ 927,144	\$ -	\$ -	\$ -		\$ 927,144
<b>TOTAL</b>		<b>\$ 3,269,963</b>	<b>\$ -</b>	<b>\$ 9,591,881</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,861,844</b>

<b>4501561 Kepler Complex Uninterruptible Power Supply Replacement</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Fixed Capital Outlay</b>				<b>Length: N/A</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
D	MNT		\$ -	\$ 10,000	\$ -	\$ -	\$ -		\$ 10,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,000</b>

<b>4506441 SR 5A (Nova Rd) from Flomich Avenue to US 1</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 3.91 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACSA	PE		\$ 1,000,000	\$ -	\$ -	\$ -	\$ -		\$ 1,000,000
DDR	PE		\$ 750,000	\$ -	\$ -	\$ -	\$ -		\$ 750,000
DIH	PE		\$ 10,000	\$ -	\$ -	\$ -	\$ -		\$ 10,000
DS	PE		\$ 1,000,000	\$ -	\$ -	\$ -	\$ -		\$ 1,000,000
ACNR	CST		\$ -	\$ -	\$ 11,161,391	\$ -	\$ -		\$ 11,161,391
DIH	CST		\$ -	\$ -	\$ 10,900	\$ -	\$ -		\$ 10,900
SA	CST		\$ -	\$ -	\$ 1,350,267	\$ -	\$ -		\$ 1,350,267
<b>TOTAL</b>		\$ -	\$ 2,760,000	\$ -	\$ 12,522,558	\$ -	\$ -	\$ -	\$ 15,282,558

<b>4506661 SR A1A from SR 5 / S Ridgewood Ave to Davis St</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 6.515 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACSA	PE		\$ 1,900,000	\$ -	\$ -	\$ -	\$ -		\$ 1,900,000
DDR	PE		\$ 1,500,000	\$ -	\$ -	\$ -	\$ -		\$ 1,500,000
DIH	PE		\$ 10,000	\$ -	\$ -	\$ -	\$ -		\$ 10,000
ACNR	CST		\$ -	\$ -	\$ 22,555,986	\$ -	\$ -		\$ 22,555,986
DDR	CST		\$ -	\$ -	\$ 1,328,224	\$ -	\$ -		\$ 1,328,224
DIH	CST		\$ -	\$ -	\$ 10,900	\$ -	\$ -		\$ 10,900
SA	CST		\$ -	\$ -	\$ 1,389,395	\$ -	\$ -		\$ 1,389,395
<b>TOTAL</b>		\$ -	\$ 3,410,000	\$ -	\$ 25,284,505	\$ -	\$ -	\$ -	\$ 28,694,505

<b>4507821 SR-5/US 1 from SR 400 to SR 600</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 1.976 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACSA	PE		\$ 2,000,000	\$ -	\$ -	\$ -	\$ -		\$ 2,000,000
DDR	PE		\$ 500,000	\$ -	\$ -	\$ -	\$ -		\$ 500,000
DIH	PE		\$ 10,000	\$ -	\$ -	\$ -	\$ -		\$ 10,000
ACNR	CST		\$ -	\$ -	\$ 837,973	\$ -	\$ -		\$ 837,973
DDR	CST		\$ -	\$ -	\$ 814,053	\$ -	\$ -		\$ 814,053
DIH	CST		\$ -	\$ -	\$ 10,900	\$ -	\$ -		\$ 10,900
SA	CST		\$ -	\$ -	\$ 5,854,974	\$ -	\$ -		\$ 5,854,974
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 2,510,000</b>	<b>\$ -</b>	<b>\$ 7,517,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10,027,900</b>

<b>4509461 SR A1A from Sandra Drive to The Flagler County Line</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 6.436 miles</b>				<b>County: Volusia</b>	
				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACSA	PE		\$ 2,149,922	\$ -	\$ -	\$ -	\$ -		\$ 2,149,922
DDR	PE		\$ 1,400,000	\$ -	\$ -	\$ -	\$ -		\$ 1,400,000
DIH	PE		\$ 10,000	\$ -	\$ -	\$ -	\$ -		\$ 10,000
SA	PE		\$ 150,078	\$ -	\$ -	\$ -	\$ -		\$ 150,078
DDR	CST		\$ -	\$ -	\$ 1,672,249	\$ -	\$ -		\$ 1,672,249
DIH	CST		\$ -	\$ -	\$ 10,900	\$ -	\$ -		\$ 10,900
DS	CST		\$ -	\$ -	\$ 6,540,000	\$ -	\$ -		\$ 6,540,000
SA	CST		\$ -	\$ -	\$ 7,304,571	\$ -	\$ -		\$ 7,304,571
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 3,710,000</b>	<b>\$ -</b>	<b>\$ 15,527,720</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,237,720</b>

<b>4509731 SR 15/600 (US 17/92) from St John's River Bridge to N of Saxon Blvd</b>				<b>Managed By: FDOT</b>				<b>SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 5.238 miles</b>				<b>County: Volusia</b>	
-				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	PE		\$ 600,000	\$ -	\$ -	\$ -	\$ -		\$ 600,000
DIH	PE		\$ 10,000	\$ -	\$ -	\$ -	\$ -		\$ 10,000
SA	PE		\$ 1,100,000	\$ -	\$ -	\$ -	\$ -		\$ 1,100,000
DDR	CST		\$ -	\$ -	\$ 4,901,149	\$ -	\$ -		\$ 4,901,149
DIH	CST		\$ -	\$ -	\$ 10,900	\$ -	\$ -		\$ 10,900
DS	CST		\$ -	\$ -	\$ 5,000,000	\$ -	\$ -		\$ 5,000,000
SA	CST		\$ -	\$ -	\$ 3,693,806	\$ -	\$ -		\$ 3,693,806
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 1,710,000</b>	<b>\$ -</b>	<b>\$ 13,605,855</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,315,855</b>

<b>4509911 SR 15/600 (US 17/92) from N of Saxon Blvd to N of Wisconsin Ave</b>				<b>Managed By: FDOT</b>				<b>SIS</b>	
<b>Project Type: Resurfacing</b>				<b>Length: 3.274 miles</b>				<b>County: Volusia</b>	
-				<b>L RTP Ref: Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	PE		\$ 1,125,000	\$ -	\$ -	\$ -	\$ -		\$ 1,125,000
DIH	PE		\$ 10,000	\$ -	\$ -	\$ -	\$ -		\$ 10,000
SA	PE		\$ 1,125,000	\$ -	\$ -	\$ -	\$ -		\$ 1,125,000
DDR	CST		\$ -	\$ -	\$ 6,244,932	\$ -	\$ -		\$ 6,244,932
DIH	CST		\$ -	\$ -	\$ 10,900	\$ -	\$ -		\$ 10,900
SA	CST		\$ -	\$ -	\$ 5,708,111	\$ -	\$ -		\$ 5,708,111
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 2,260,000</b>	<b>\$ -</b>	<b>\$ 11,963,943</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14,223,943</b>

<b>4513111 SR 40 from US 17 to SR 11</b>				<b>Managed By:</b> FDOT				<b>SIS</b>	
<b>Project Type:</b> Resurfacing				<b>Length:</b> 6.726 miles				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CST		\$ -	\$ 6,242,754	\$ -	\$ -	\$ -		\$ 6,242,754
DIH	CST		\$ -	\$ 601,177	\$ -	\$ -	\$ -		\$ 601,177
<b>TOTAL</b>		<b>\$ 150,000</b>	<b>\$ -</b>	<b>\$ 6,843,931</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,993,931</b>

<b>4516021 Battery Replacement For Data Center (3YR)</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Fixed Capital Outlay				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
D	MNT		\$ -	\$ 35,000	\$ -	\$ -	\$ -		\$ 35,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 35,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 35,000</b>

<b>4516101 Apply Anti-Carbonation Coating For Parking Garage</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Fixed Capital Outlay				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
D	MNT		\$ 100,000	\$ -	\$ -	\$ -	\$ -		\$ 100,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000</b>

<b>4516141 Tile 1st Floor Lobby - Through To Employee Entrance</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Fixed Capital Outlay				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
D	MNT		\$ -	\$ 70,000	\$ -	\$ -	\$ -		\$ 70,000
<b>TOTAL</b>		\$ -	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 70,000

<b>4516211 Public Announcement System</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Fixed Capital Outlay				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
D	MNT		\$ -	\$ -	\$ -	\$ -	\$ 8,000		\$ 8,000
<b>TOTAL</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ 8,000

<b>4516621 Redo Duct Work Between AC 1 &amp; 4</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Fixed Capital Outlay				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-5, 6-16 (Table 6-11)					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
D	MNT		\$ 24,000	\$ -	\$ -	\$ -	\$ -		\$ 24,000
<b>TOTAL</b>		\$ -	\$ 24,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,000

## **SECTION VI**

### **Transit & Transportation Disadvantaged Projects**

4302851				Volusia-Votran Increase Headways Routes 3 & 4				Managed By: Volusia County				Non-SIS	
Project Type:				Transit Service Demonstration				Length: N/A				County: Volusia	
-								LRTP Ref: Pgs 2-3 to 2-5, 6-10 and Appendix D					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total				
DPTO	OPS		\$ 831,338	\$ 856,277	\$ 874,159	\$ -	\$ -		\$ 2,561,774				
TOTAL		\$ 7,906,485	\$ 831,338	\$ 856,277	\$ 874,159	\$ -	\$ -	\$ -	\$ 10,468,259				

4315331      Volusia-Section 5307 Capital For Fixed Route				Managed By: Volusia County				Non-SIS	
Project Type: Capital For Fixed Route				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-10 and Appendix D					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
FTA	CAP		\$ 9,004,070	\$ 9,274,192	\$ 9,274,192	\$ 9,274,192	\$ 9,274,192		\$ 46,100,838
LF	CAP		\$ 2,251,018	\$ 2,318,548	\$ 2,318,548	\$ 2,318,548	\$ 2,318,548		\$ 11,525,210
TOTAL		\$ 59,962,770	\$ 11,255,088	\$ 11,592,740	\$ 11,592,740	\$ 11,592,740	\$ 11,592,740	\$ -	\$ 117,588,818

4331662		Sunrail Feeder Bus Service Votran Phase I & II					Managed By: Volusia County			SIS	
Project Type:		Operating For Fixed Route					Length: N/A			County: Volusia	
-							LRTP Ref: Pgs 2-3 to 2-5, 6-10 and Appendix D				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
TOTAL		\$ 3,007,713	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,007,713	

4346041 Votran Co of Volusia Express Routes Serving Sunrail In Debary					Managed By: Volusia County				Non-SIS		
Project Type: Operating/Admin. Assistance					Length: N/A				County: Volusia		
-					L RTP Ref: Pgs 2-3 to 2-5, 6-10 and Appendix D						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
DDR	OPS		\$ 130,140	\$ -	\$ -	\$ -	\$ -				
DPTO	OPS		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		
TOTAL		\$ 2,429,280	\$ 130,140	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,559,420		

4352491 Volusia Votran XU Set Aside					Managed By: Volusia County				Non-SIS		
Project Type: Capital For Fixed Route					Length: N/A				County: Volusia		
-					LRTP Ref: Pgs 2-3 to 2-5, 6-10 and Appendix D						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
FTAT	CAP		\$ 1,591,347	\$ -	\$ -	\$ -	\$ -		\$ 1,591,347		
LF	CAP		\$ 397,837	\$ -	\$ -	\$ -	\$ -		\$ 397,837		
SU	CAP		\$ 1,591,347	\$ -	\$ -	\$ -	\$ -		\$ 1,591,347		
FTAT	CAP		\$ -	\$ 1,584,687	\$ 1,576,186	\$ 1,480,826	\$ 1,964,451		\$ 6,606,150		
LF	CAP		\$ -	\$ 396,172	\$ 394,047	\$ 370,207	\$ 491,113		\$ 1,651,539		
SU	CAP		\$ -	\$ 1,584,687	\$ 1,576,186	\$ 1,480,826	\$ 1,964,451		\$ 6,606,150		
TOTAL		\$ 16,385,559	\$ 3,580,531	\$ 3,565,546	\$ 3,546,419	\$ 3,331,859	\$ 4,420,015	\$ -	\$ 34,829,929		

4353941      Flagler Co Public Transportation Fta Section 5311					Managed By: Flagler County				Non-SIS		
Project Type: Operating/Admin. Assistance					Length: N/A				County: Flagler		
-					LRTP Ref: Pgs 2-3 to 2-5, 6-10 and Appendix D						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
DU	OPS		\$ 73,483	\$ 75,688	\$ 77,958	\$ 80,307	\$ -		\$ 307,436		
LF	OPS		\$ 73,483	\$ 75,688	\$ 77,958	\$ 80,307	\$ -		\$ 307,436		
TOTAL		\$ 574,918	\$ 146,966	\$ 151,376	\$ 155,916	\$ 160,614	\$ -	\$ -	\$ 1,189,790		

4424521      Flagler-Block Grant Operating Assistance Demand Response Service					Managed By: Flagler County				Non-SIS		
Project Type: Operating For Fixed Route					Length: N/A				County: Flagler		
-					LRTP Ref: Pgs 2-3 to 2-5, 6-10 and Appendix D						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
DPTO	OPS		\$ -	\$ 306,110	\$ 315,293	\$ 324,752	\$ -		\$ 946,155		
LF	OPS		\$ -	\$ 306,110	\$ 315,293	\$ 324,752	\$ -		\$ 946,155		
DPTO	OPS		\$ -	\$ -	\$ -	\$ -	\$ 334,495		\$ 334,495		
LF	OPS		\$ -	\$ -	\$ -	\$ -	\$ 334,495		\$ 334,495		
TOTAL		\$ 554,506	\$ -	\$ 612,220	\$ 630,586	\$ 649,504	\$ 668,990	\$ -	\$ 3,115,806		

4424571 Volusia-Block Grant Operating Assistance						Managed By: Volusia County			Non-SIS		
Project Type: Operating For Fixed Route						Length: N/A			County: Volusia		
-						LRTP Ref: Pgs 2-3 to 2-5, 6-10 and Appendix D					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
DDR	OPS		\$ 314,889	\$ 312,661	\$ 309,349	\$ 326,602	\$ -		\$ 1,263,501		
DPTO	OPS		\$ 2,380,459	\$ 2,443,682	\$ 2,516,992	\$ 2,592,502	\$ -		\$ 9,933,635		
LF	OPS		\$ 2,380,459	\$ 2,443,682	\$ 2,516,992	\$ 2,592,502	\$ -		\$ 9,933,635		
DDR	OPS		\$ -	\$ -	\$ -	\$ -	\$ 433,268		\$ 433,268		
DPTO	OPS		\$ -	\$ -	\$ -	\$ -	\$ 2,670,277		\$ 2,670,277		
LF	OPS		\$ -	\$ -	\$ -	\$ -	\$ 2,670,277		\$ 2,670,277		
TOTAL		\$ 4,831,691	\$ 5,075,807	\$ 5,200,025	\$ 5,343,333	\$ 5,511,606	\$ 5,773,822	\$ -	\$ 31,736,284		

<b>4424621 Volusia-Votran Section 5311 Rural Transportation</b>				<b>Managed By:</b> Volusia County				Non-SIS	
<b>Project Type:</b> Operating/Admin. Assistance				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-10 and Appendix D					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DU	OPS		\$ 349,760	\$ 360,252	\$ 371,060	\$ 382,239	\$ -		\$ 1,463,311
LF	OPS		\$ 349,760	\$ 360,252	\$ 371,060	\$ 382,239	\$ -		\$ 1,463,311
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 699,520</b>	<b>\$ 720,504</b>	<b>\$ 742,120</b>	<b>\$ 764,478</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,926,622</b>

<b>4481721 Volusia County Votran Section 5339 Large Urban Capital Fixed Route</b>				<b>Managed By:</b> Volusia County				Non-SIS	
<b>Project Type:</b> Capital For Fixed Route				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5, 6-10 and Appendix D					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
FTA	CAP		\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -		\$ 1,200,000
LF	CAP		\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -		\$ 300,000
<b>TOTAL</b>		<b>\$ 1,398,428</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,898,428</b>

## **SECTION VII**

### **Bicycle, Pedestrian & Enhancement Projects**

4046181 River To Sea TPO Bicycle/Pedestrian SU/TALU Reserve					Managed By: FDOT			Non-SIS	
Project Type: Bike Path/Trail					Length: N/A			County: Volusia	
-					LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
CARL	CST		\$ -	\$ -	\$ 419,696	\$ 419,696	\$ 419,696		\$ 1,259,088
CARU	CST		\$ -	\$ -	\$ 253,718	\$ 804,202	\$ 804,202		\$ 1,862,122
SU	CST		\$ -	\$ -	\$ 2,018,357	\$ 1,000,886	\$ 1,964,451		\$ 4,983,694
TALU	CST		\$ -	\$ -	\$ 1,364	\$ 352,242	\$ 969,914		\$ 1,323,520
TOTAL		\$ -	\$ -	\$ -	\$ 2,693,135	\$ 2,577,026	\$ 4,158,263	\$ -	\$ 9,428,424

4046182 River To Sea TPO Bicycle/Pedestrian SU/TALU Reserve				Managed By: FDOT				Non-SIS	
Project Type: Bike Path/Trail				Length: N/A				County: Volusia	
-				L RTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
CARU	PE		\$ -	\$ 114,030	\$ -	\$ -	\$ -		\$ 114,030
SU	PE		\$ 304,270	\$ 156,120	\$ -	\$ -	\$ -		\$ 460,390
CARU	CST		\$ -	\$ 646,165	\$ -	\$ -	\$ -		\$ 646,165
SU	CST		\$ 926,479	\$ 884,686	\$ -	\$ -	\$ -		\$ 1,811,165
TOTAL		\$ 6,067,387	\$ 1,230,749	\$ 1,801,001	\$ -	\$ -	\$ -	\$ -	\$ 9,099,137

4355381    W French Ave from Werley Trail to Valentine Park					Managed By: Orange City				Non-SIS		
Project Type: Bike Path/Trail					Length: 0.506 miles				County: Volusia		
12-foot wide shared-use path along the south side of West French Ave					LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
CARL	CST		\$ -	\$ 411,466	\$ -	\$ -	\$ -		\$ 411,466		
CARU	CST		\$ -	\$ 28,238	\$ -	\$ -	\$ -		\$ 28,238		
LF	CST		\$ -	\$ 102,417	\$ -	\$ -	\$ -		\$ 102,417		
TALU	CST		\$ -	\$ 405,781	\$ -	\$ -	\$ -		\$ 405,781		
TOTAL		\$ 502,590	\$ -	\$ 947,902	\$ -	\$ -	\$ -	\$ -	\$ 1,450,492		

4386361				Old Kings Road South Multi-Use Trail From Flagler/Vol County Line To SF				Managed By: Flagler County				Non-SIS			
Project Type:				Bike Path/Trail				Length:				N/A		County: Flagler	
12-foot wide multi-use trail along Old Kings Road from Flagler/Volusia County line to SR 100								LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E							
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total						
TALN	PE		\$ -	\$ 25,885	\$ -	\$ -	\$ -		\$ 25,885						
TALT	PE		\$ -	\$ 254,115	\$ -	\$ -	\$ -		\$ 254,115						
TALT	CST		\$ -	\$ -	\$ -	\$ 2,527,650	\$ -		\$ 2,527,650						
TOTAL		\$ -	\$ -	\$ 280,000	\$ -	\$ 2,527,650	\$ -	\$ -	\$ 2,807,650						

4390391      US 17/92 To Detroit Terrace				Managed By: FDOT				Non-SIS	
Project Type: Bike Path/Trail				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL	\$	357,483	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 357,483

4390393		US 17/92 From Benson Junction Rd to W Highbanks Rd. W of Sullivan Pa				Managed By: Volusia County			Non-SIS	
Project Type:		Bike Path/Trail				Length: N/A			County: Volusia	
-		LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E								
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
TOTAL		\$ 2,212,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,212,614

4390395		Donald Smith Blvd & Debary Plantation Rd to Trail Near Detroit Terrace				Managed By: Volusia County			Non-SIS	
Project Type:		Bike Path/Trail				Length: N/A			County: Volusia	
		LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E								
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
TOTAL		\$ 401,490	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 401,490

4390396     Spr to Spr Trail Phase 3C W Highbanks Rd to Debary Plantation Blvd					Managed By: Volusia County				Non-SIS	
Project Type: Bike Path/Trail					Length: N/A				County: Volusia	
5-foot wide sidewalk in the City of DeBary on the north side of West Highbanks Road to DeBary Plantation Blvd					LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
TLWR	CST		\$ -	\$ 2,411,243	\$ -	\$ -	\$ -		\$	2,411,243
TOTAL		\$ -	\$ -	\$ 2,411,243	\$ -	\$ -	\$ -	\$ -	\$	2,411,243

4398621 US 1 from Kennedy Parkway to Dale Ave				Managed By: FDOT				Non-SIS	
Project Type: Bike Path/Trail				Length: N/A				County: Volusia	
12-foot wide multi-use trail along US 1 from Kennedy Parkway to Dale Ave				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL	\$	401,490	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 401,490

<b>4398622 Titusville to Edgewater Trail From US 1 to Dale Ave</b>				<b>Managed By:</b> Edgewater				<b>Non-SIS</b>	
<b>Project Type:</b> Bike Path/Trail				<b>Length:</b> N/A				<b>County:</b> Volusia	
12-foot wide multi-use trail from Titusville to Edgewater between Roberts Road and Dale Avenue				<b>L RTP Ref:</b> Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	PE		\$ -	\$ 50,000	\$ -	\$ -	\$ -		\$ 50,000
TLWR	CST		\$ -	\$ -	\$ 5,889,944	\$ -	\$ -		\$ 5,889,944
<b>TOTAL</b>		<b>\$ 2,349,000</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 5,889,944</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,288,944</b>

<b>4398641 St Johns River To Sea Loop Myrtle Ave From 10th St To SR 44/Lytle Ave</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Bike Path/Trail				<b>Length:</b> N/A				<b>County:</b> Volusia	
12-foot wide multi-use trail in the City of New Smyrna Beach along Myrtle Avenue from 10th Street to SR 44/Lytle Avenue				<b>L RTP Ref:</b> Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DIH	CST		\$ 10,280	\$ -	\$ -	\$ -	\$ -		\$ 10,280
TLWR	CST		\$ 2,630,954	\$ -	\$ -	\$ -	\$ -		\$ 2,630,954
<b>TOTAL</b>		<b>\$ 2,031,651</b>	<b>\$ 2,641,234</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,672,885</b>

<b>4409061 Navy Canal Trail from Museum Blvd West to Clyde Morris Blvd.</b>				<b>Managed By:</b> Daytona Beach				<b>Non-SIS</b>	
<b>Project Type:</b> Bike Path/Trail				<b>Length:</b> N/A				<b>County:</b> Volusia	
12-foot wide trail in Daytona Beach along Navy Canal from Museum Blvd. to Clyde Morris Blvd.				<b>L RTP Ref:</b> Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
LF	CST		\$ -	\$ -	\$ 599,624	\$ -	\$ -		\$ 599,624
SU	CST		\$ -	\$ -	\$ 227,973	\$ -	\$ -		\$ 227,973
<b>TOTAL</b>		<b>\$ 48,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 827,597</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 876,097</b>

4409501 Thompson Creek Trail from Division Avenue to Wilmette Avenue						Managed By: Volusia County			Non-SIS	
Project Type: Bike Path/Trail						Length: N/A			County: Volusia	
12-foot wide trail in Ormond Beach Beach from Division Ave to Wilmette Ave						LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
LF	PE		\$ -	\$ -	\$ -	\$ 68,630	\$ -		\$ 68,630	
TALU	PE		\$ -	\$ -	\$ -	\$ 617,672	\$ -		\$ 617,672	
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ 686,302	\$ -	\$ -	\$ 686,302	

4433941				Campbell Middle School & Turie T. Small Elementary School SRTS				Managed By: Daytona Beach				Non-SIS	
Project Type:				Sidewalk				Length: 0.595 miles				County: Volusia	
Safe Routes to School Improvements				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E									
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total				
SR2T	CST		\$ 952,143	\$ -	\$ -	\$ -	\$ -		\$ 952,143				
TOTAL		\$ 297,443	\$ 952,143	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,249,586				

4440331 Port Orange Sidewalk Gaps				Managed By: FDOT				Non-SIS	
Project Type: Sidewalk				Length: N/A				County: Volusia	
Sidewalk construction at various locations in the City of Port Orange to close gaps				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
LF	CST		\$ -	\$ 47,065	\$ -	\$ -	\$ -		\$ 47,065
SU	CST		\$ -	\$ 371,265	\$ -	\$ -	\$ -		\$ 371,265
TALU	CST		\$ -	\$ 56,356	\$ -	\$ -	\$ -		\$ 56,356
TOTAL		\$ 150,955	\$ -	\$ 474,686	\$ -	\$ -	\$ -	\$ -	\$ 625,641

4462481 City of Deltona Imbedded Lights Pedestrian Safety Improvement				Managed By: Volusia County				Non-SIS	
Project Type: Pedestrian Safety Improvement				Length: 0.005 miles				County: Volusia	
Pedestrian Safety Improvement in the City of Deltona				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
LF	CST		\$ 252,648	\$ -	\$ -	\$ -	\$ -		\$ 252,648
TALU	CST		\$ 517,952	\$ -	\$ -	\$ -	\$ -		\$ 517,952
TOTAL		\$ -	\$ 770,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 770,600

4462851 Willow Run Boulevard from Harms Way to Clyde Morris Boulevard				Managed By: FDOT				Non-SIS	
Project Type: Sidewalk				Length: 0.24 miles				County: Volusia	
Sidewalk improvement in the City of Port Orange				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
LF	CST		\$ -	\$ 53,824	\$ -	\$ -	\$ -		\$ 53,824
SU	CST		\$ -	\$ 489,137	\$ -	\$ -	\$ -		\$ 489,137
TOTAL		\$ 105,028	\$ -	\$ 542,961	\$ -	\$ -	\$ -	\$ -	\$ 647,989

4470191 Reed Canal Road Sidewalk Project from Nova Road to US 1					Managed By: South Daytona			Non-SIS	
Project Type: Sidewalk					Length: 1.315 miles			County: Volusia	
Sidewalk improvements in the City of South Daytona along Reed Canal Road					LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
LF	PE		\$ 40,737	\$ -	\$ -	\$ -	\$ -		\$ 40,737
SU	PE		\$ 20,779	\$ -	\$ -	\$ -	\$ -		\$ 20,779
TALU	PE		\$ 350,861	\$ -	\$ -	\$ -	\$ -		\$ 350,861
LF	CST		\$ -	\$ -	\$ 226,176	\$ -	\$ -		\$ 226,176
SU	CST		\$ -	\$ -	\$ 1,858,625	\$ -	\$ -		\$ 1,858,625
TALU	CST		\$ -	\$ -	\$ 413,066	\$ -	\$ -		\$ 413,066
TOTAL		\$ -	\$ 412,377	\$ -	\$ 2,497,867	\$ -	\$ -	\$ -	\$ 2,910,244

4475171    St Johns River To Sea Loop Wayfinding Signs Throughout Volusia County				Managed By: Volusia County				Non-SIS	
Project Type: Signing/Pavement Markings				Length: N/A				County: Volusia	
Wayfinding Signs along the St Johns River to Sea Loop				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TALU	CST		\$ -	\$ 488,200	\$ -	\$ -	\$ -		\$ 488,200
TOTAL		\$ -	\$ -	\$ 488,200	\$ -	\$ -	\$ -	\$ -	\$ 488,200

4476981 SR 600 at The Intersection Of Lockhart St					Managed By: FDOT				Non-SIS	
Project Type: Traffic Control Devices/System					Length: 0.09 miles				County: Volusia	
Pedestrian Improvements on US 92/SR600 at Lockhart Street in the City of Daytona Beach					LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
ACSS	CST		\$ -	\$ -	\$ 771,915	\$ -	\$ -		\$ 771,915	
TOTAL		\$ 708,137	\$ -	\$ -	\$ 771,915	\$ -	\$ -	\$ -	\$ 1,480,052	

4487721 Williamson Blvd/Willow Run Blvd From S of Town Park Dr to Chardonna				Managed By: FDOT				Non-SIS	
Project Type: Sidewalk				Length: 0.406 miles				County: Volusia	
Sidewalk improvement in the City of Port Orange				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
LF	CST		\$ -	\$ 66,952	\$ -	\$ -	\$ -		\$ 66,952
SU	CST		\$ -	\$ 608,390	\$ -	\$ -	\$ -		\$ 608,390
TOTAL		\$ 178,980	\$ -	\$ 675,342	\$ -	\$ -	\$ -	\$ -	\$ 854,322

4487861      US-1 from Airport Blvd to Broadway Ave					Managed By: Ormond Beach				Non-SIS		
Project Type: Bike Path/Trail					Length: 4.339 miles				County: Volusia		
Sidewalk improvement in the City of Ormond Beach					LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
ACSU	PE		\$ 60,000	\$ -	\$ -	\$ -	\$ -		\$ 60,000		
SU	PE		\$ 374,400	\$ -	\$ -	\$ -	\$ -		\$ 374,400		
TOTAL		\$ -	\$ 434,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 434,400		

4502471 Ponce Inlet Mobility-S Peninsula Drive Sidewalk					Managed By: Volusia County			Non-SIS	
Project Type: Sidewalk					Length: 2.963 miles			County: Volusia	
Mobility Improvements along S Peninsula Drive					LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
LF	PE		\$ 15,734	\$ -	\$ -	\$ -	\$ -		\$ 15,734
SU	PE		\$ 808,010	\$ -	\$ -	\$ -	\$ -		\$ 808,010
CARU	CST		\$ -	\$ -	\$ 550,484	\$ -	\$ -		\$ 550,484
LF	CST		\$ -	\$ -	\$ 206,790	\$ -	\$ -		\$ 206,790
TALU	CST		\$ -	\$ -	\$ 555,484	\$ -	\$ -		\$ 555,484
TOTAL		\$ -	\$ 823,744	\$ -	\$ 1,312,758	\$ -	\$ -	\$ -	\$ 2,136,502

4502651 SR 5 (US 1) Trailhead For Lehigh Rail Trail				Managed By: Flagler County				Non-SIS	
Project Type: Parking Facility				Length: N/A				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TALN	PE		\$ -	\$ 220,000	\$ -	\$ -	\$ -		\$ 220,000
TALN	CST		\$ -	\$ -	\$ -	\$ 236,551	\$ -		\$ 236,551
TALT	CST		\$ -	\$ -	\$ -	\$ 767,529	\$ -		\$ 767,529
TOTAL		\$ -	\$ -	\$ 220,000	\$ -	\$ 1,004,080	\$ -	\$ -	\$ 1,224,080

4525501 Bulow Creek Headwaters Regional Park				Managed By: Flagler Beach				Non-SIS	
Project Type: Bike Path/Trail				Length: N/A				County: Flagler	
-				LRTP Ref: Pgs 2-3 to 2-5, 6-18, 6-34 to 6-35, Appendix E					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TALN	PE		\$ 10,473	\$ -	\$ -	\$ -	\$ -		\$ 10,473
TALT	PE		\$ 1,500,000	\$ -	\$ -	\$ -	\$ -		\$ 1,500,000
TOTAL		\$ -	\$ 1,510,473	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510,473

## **SECTION VIII**

### **Port, Rail & Freight Projects**

<b>4464452 Truck Parking Central Florida Corridor - Eastbound Volusia County Site</b>		<b>Managed By:</b> FDOT				SIS			
<b>Project Type:</b> Parking Facility		<b>Length:</b> 1.446 miles				<b>County:</b> Volusia			
		<b>LRTP Ref:</b> Pages 2-3 to 2-5							
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
ACFP	PE		\$ 2,166,000	\$ -	\$ -	\$ -	\$ -		\$ 2,166,000
ACFP	ROW		\$ -	\$ -	\$ -	\$ -	\$ 20,000,000		\$ 20,000,000
<b>TOTAL</b>		\$ -	\$ 2,166,000	\$ -	\$ -	\$ -	\$ 20,000,000	\$ -	\$ 22,166,000

## **SECTION IX**

**Locally Funded Projects (Information Only)**  
**Placeholder - To Be Provided**

# **SECTION X**

## **Transportation Planning/Studies**

<b>4393334 River to Sea TPO Urban Area FY 2022/2023-2023/2024 UPWP</b>				<b>Managed By:</b> River to Sea TPO				<b>Non-SIS</b>	
<b>Project Type:</b> Transportation Planning				<b>Length:</b> N/A				<b>County:</b> Volusia	
<b>Description:</b> -				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
PL	PLN	\$ 1,551,978	\$ 1,242,592	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,242,592
SU	PLN	\$ 276,900	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
<b>TOTAL</b>		<b>\$ 1,828,878</b>	<b>\$ 1,442,592</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,271,470</b>

<b>4393335 River to Sea TPO Urban Area FY 2024/2025-2025/2026 UPWP</b>				<b>Managed By:</b> River to Sea TPO				<b>Non-SIS</b>	
<b>Project Type:</b> Transportation Planning				<b>Length:</b> N/A				<b>County:</b> Volusia	
<b>Description:</b> -				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
PL	PLN	\$ -	\$ -	\$ 1,254,724	\$ 1,273,062	\$ -	\$ -	\$ -	\$ 2,527,786
SU	PLN	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 400,000
<b>0</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,454,724</b>	<b>\$ 1,473,062</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,927,786</b>

<b>4393336 River to Sea TPO Urban Area FY 2026/2027-2027/2028 UPWP</b>				<b>Managed By:</b> River to Sea TPO				<b>Non-SIS</b>	
<b>Project Type:</b> Transportation Planning				<b>Length:</b> N/A				<b>County:</b> Volusia	
<b>Description:</b> -				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
PL	PLN	\$ -	\$ -	\$ -	\$ -	\$ 1,273,062	\$ 1,273,062	\$ -	\$ 2,546,124
<b>0</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,273,062</b>	<b>\$ 1,273,062</b>	<b>\$ -</b>	<b>\$ 2,546,124</b>

# **SECTION XI**

## **Miscellaneous Projects**

2453165 Hurricane Matthew Its Damage - Volusia County				Managed By: FDOT				Non-SIS	
Project Type: Emergency Operations				Length: N/A				County: Volusia	
-				LRTP Ref: Pages 2-3 to 2-5					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL		\$ 34,167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,167

4084643		I-4 (SR 400) Repair Washouts/Drainage Structure-Hurricane Matthew				Managed By: FDOT			SIS				
Project Type:		Emergency Operations				Length: 13.714 miles			County: Volusia				
-		L RTP Ref: Pages 2-3 to 2-6											
Fund	Phase	<2024		2024	2025	2026	2027	2028	>2028		Total		
TOTAL		\$	214,184	\$	-	\$	-	\$	-	\$	-	\$	214,184

4279863 SR 441 (Penninsula) / Mot Servies - Hurricane Matthew				Managed By: FDOT				Non-SIS	
Project Type: Emergency Operations				Length: N/A				County: Volusia	
-				LRTP Ref: Pages 2-3 to 2-8					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
TOTAL		\$ 21,149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,149

4419901    Flagler Weigh Station - Architectual & HVAC Upgrades				Managed By: FDOT				SIS			
Project Type: Mcco Weigh Station Static/Wim				Length: 1.132 miles				County: Flagler			
-				LRTP Ref: Pages 2-3 to 2-9							
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
TOTAL		\$ 2,132,747	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,132,747	

<b>4419903 Flagler Mainline Weigh In Motion (WIM) Screening</b>				<b>Managed By: FDOT</b>				<b>SIS</b>	
<b>Project Type:</b> Mcco Weigh Station Static/Wim				<b>Length:</b> 1.132 miles				<b>County:</b> Flagler	
				<b>LRTP Ref:</b> Pages 2-3 to 2-10					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DWS	CST		\$ 4,179,393	\$ -	\$ -	\$ -	\$ -		\$ 4,179,393
<b>TOTAL</b>		\$ -	\$ 4,179,393	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,179,393

<b>4478651 I-95 Flager Weigh Station - Inspection Barn Upgrades</b>				<b>Managed By: FDOT</b>				<b>SIS</b>	
<b>Project Type:</b> Mcco Weigh Station Static/Wim				<b>Length:</b> 1.132 miles				<b>County:</b> Flagler	
				<b>LRTP Ref:</b> Pages 2-3 to 2-11					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DWS	CST		\$ -	\$ -	\$ -	\$ 549,613	\$ -		\$ 549,613
<b>TOTAL</b>		\$ -	\$ -	\$ -	\$ -	\$ 549,613	\$ -	\$ -	\$ 549,613

<b>4501291 Deland District Headquarters Office Elevators Pump Motor Control Pack</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type:</b> Fixed Capital Outlay				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pages 2-3 to 2-12					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ -		\$ 700,000
<b>TOTAL</b>		\$ 156,803	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ -	\$ -	\$ 856,803

4501551 Kepler Complex Stairs Replacement Crew Building				Managed By: FDOT				Non-SIS			
Project Type: Fixed Capital Outlay				Length: N/A				County: Volusia			
-				LRTP Ref: Pages 2-3 to 2-13							
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
FCO	CST	\$	-	\$	-	\$	50,000	\$	-	\$	50,000
TOTAL		\$	-	\$	-	\$	50,000	\$	-	\$	50,000

4516011     ADA Design/Construct 6 Restrooms Annex					Managed By: FDOT					Non-SIS					
Project Type: Fixed Capital Outlay					Length: N/A					County: Volusia					
-					LRTP Ref: Pages 2-3 to 2-14										
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total						
FCO	CST	\$	-	\$	-	\$	500,000	\$	-	\$	-	\$	500,000		
TOTAL		\$	-	\$	-	\$	500,000	\$	-	\$	-	\$	-	\$	500,000

4516031      Cubicle Panels Replacement By Floor					Managed By: FDOT					Non-SIS	
Project Type: Fixed Capital Outlay					Length: N/A					County: Volusia	
-					LRTP Ref: Pages 2-3 to 2-15						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
FCO	CST	\$	-	\$	250,000	\$	250,000	\$	250,000	\$	1,000,000
TOTAL		\$	-	\$	250,000	\$	250,000	\$	250,000	\$	1,000,000

4516041		Design/Construct - Print Shop/Cypress Room Expansion					Managed By: FDOT			Non-SIS	
Project Type:		Fixed Capital Outlay					Length: N/A			County: Volusia	
-		LRTP Ref: Pages 2-3 to 2-16									
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
FCO	CST	\$	-	\$	-	\$	-	\$	705,000	\$ 705,000	
TOTAL		\$	-	\$	-	\$	-	\$	705,000	\$ - 705,000	

4516061		Generator Replacement 1000Kw - Recommended Replacement 2026				Managed By: FDOT				Non-SIS	
Project Type:		Fixed Capital Outlay				Length: N/A				County: Volusia	
-		LRTP Ref: Pages 2-3 to 2-17									
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
FCO	CST	\$	-	\$	-	\$	500,000	\$	-	\$	500,000
TOTAL		\$	-	\$	-	\$	500,000	\$	-	\$	500,000

4516071		Parking Garage Repair or Replacement				Managed By: FDOT				Non-SIS	
Project Type:		Fixed Capital Outlay				Length: N/A				County: Volusia	
-		LRTP Ref: Pages 2-3 to 2-18									
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
FCO	CST	\$	-	\$	-	\$	3,000,000	\$	-	\$	3,000,000
TOTAL		\$	-	\$	-	\$	3,000,000	\$	-	\$	3,000,000

<b>4516081 Roof Replacement - Admin Building With Security Anchors</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Fixed Capital Outlay</b>				<b>Length: N/A</b>				<b>County: Volusia</b>	
-				<b>LRTP Ref: Pages 2-3 to 2-19</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ -	\$ 60,000	\$ -	\$ -	\$ -		\$ 60,000
<b>TOTAL</b>		\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000

<b>4516091 RTU 3 Replacement, 60-Ton</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Fixed Capital Outlay</b>				<b>Length: N/A</b>				<b>County: Volusia</b>	
-				<b>LRTP Ref: Pages 2-3 to 2-20</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ -	\$ -	\$ -	\$ -	\$ 161,237		\$ 161,237
<b>TOTAL</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 161,237	\$ -	\$ 161,237

<b>4516111 Security-Bollard Deterrent</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Fixed Capital Outlay</b>				<b>Length: N/A</b>				<b>County: Volusia</b>	
-				<b>LRTP Ref: Pages 2-3 to 2-21</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ -	\$ -	\$ -	\$ -	\$ 30,000		\$ 30,000
<b>TOTAL</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000

<b>4516131 Storefront For Employee Entrance</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Fixed Capital Outlay</b>				<b>Length: N/A</b>				<b>County: Volusia</b>	
-				<b>LRTP Ref: Pages 2-3 to 2-22</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ 30,000	\$ -	\$ -	\$ -	\$ -		\$ 30,000
<b>TOTAL</b>		\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000

<b>4516151 Variable Airflow Valve (VAV) Refurbishment</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Fixed Capital Outlay</b>				<b>Length: N/A</b>				<b>County: Volusia</b>	
-				<b>LRTP Ref: Pages 2-3 to 2-23</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000		\$ 230,000
<b>TOTAL</b>		\$ -	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ -	\$ 230,000

<b>4516161 Concrete Drive - East Side At Equipment Storage</b>				<b>Managed By: FDOT</b>				<b>Non-SIS</b>	
<b>Project Type: Fixed Capital Outlay</b>				<b>Length: N/A</b>				<b>County: Volusia</b>	
-				<b>LRTP Ref: Pages 2-3 to 2-24</b>					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ -	\$ -	\$ -	\$ 60,000	\$ -		\$ 60,000
<b>TOTAL</b>		\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ 60,000

<b>4516171 Convert Rolling Filing System Room To A Conference Room</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Fixed Capital Outlay				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pages 2-3 to 2-25					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ -	\$ -	\$ -	\$ 30,000	\$ -		\$ 30,000
<b>TOTAL</b>		\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 30,000

<b>4516181 Generator Replacement - Recommended Replacement IS 2023</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Fixed Capital Outlay				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pages 2-3 to 2-26					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ -	\$ 300,000	\$ -	\$ -	\$ -		\$ 300,000
<b>TOTAL</b>		\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000

<b>4516191 Window Blind Replacement</b>				<b>Managed By:</b> FDOT				<b>Non-SIS</b>	
<b>Project Type:</b> Fixed Capital Outlay				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pages 2-3 to 2-27					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
FCO	CST		\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000		\$ 180,000
<b>TOTAL</b>		\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ -	\$ 180,000

4516201 Long Term Roof Flashing				Managed By: FDOT				Non-SIS	
Project Type: Fixed Capital Outlay				Length: N/A				County: Volusia	
-				LRTP Ref: Pages 2-3 to 2-28					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
FCO	CST		\$ 150,000	\$ -	\$ -	\$ -	\$ -		\$ 150,000
TOTAL		\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000

## **SECTION XII**

### **Aviation Projects**

<b>4370231 Volusia-DeLand Muni Rehabilitate Runway 5-23</b>				<b>Managed By:</b> DeLand				<b>Non-SIS</b>	
<b>Project Type:</b> Aviation Preservation Project				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	CAP		\$ -	\$ 220,000	\$ 960,000	\$ -	\$ -		\$ 1,180,000
LF	CAP		\$ -	\$ 55,000	\$ 240,000	\$ -	\$ -		\$ 295,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 275,000</b>	<b>\$ 1,200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,475,000</b>

<b>4370251 Flagler-Flagler Co Terminal Building</b>				<b>Managed By:</b> Flagler County				<b>Non-SIS</b>	
<b>Project Type:</b> Aviation Revenue/Operational				<b>Length:</b> N/A				<b>County:</b> Flagler	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
<b>TOTAL</b>		<b>\$ 577,893</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 577,893</b>

<b>4370253 Flagler-Flagler Co Terminal Building</b>				<b>Managed By:</b> Responsible Agency Not Available				<b>Non-SIS</b>	
<b>Project Type:</b> Aviation Revenue/Operational				<b>Length:</b> N/A				<b>County:</b> Flagler	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	CAP		\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -		\$ 3,600,000
LF	CAP		\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -		\$ 900,000
<b>TOTAL</b>		<b>\$ 20,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,520,000</b>

<b>4384051 Volusia-Daytona Bch Intl Runway 7R-25L Rehabilitation</b>				<b>Managed By:</b> Volusia County				<b>SIS</b>	
<b>Project Type:</b> Aviation Preservation Project				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ 1,860,250	\$ -	\$ -	\$ -	\$ -		\$ 1,860,250
LF	CAP		\$ 2,000,000	\$ -	\$ -	\$ -	\$ -		\$ 2,000,000
DPTO	CAP		\$ 139,750	\$ -	\$ -	\$ -	\$ -		\$ 139,750
<b>TOTAL</b>		<b>\$ 112,530</b>	<b>\$ 4,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,112,530</b>

<b>4384081 Volusia-Daytona Bch Intl Runway 7R-25L Rehabilitation</b>				<b>Managed By:</b> Responsible Agency Not Available				<b>SIS</b>	
<b>Project Type:</b> Aviation Preservation Project				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ -	\$ -	\$ -	\$ 37,500	\$ 375,000		\$ 412,500
FAA	CAP		\$ -	\$ -	\$ -	\$ 675,000	\$ 6,750,000		\$ 7,425,000
LF	CAP		\$ -	\$ -	\$ -	\$ 37,500	\$ 375,000		\$ 412,500
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 750,000</b>	<b>\$ 7,500,000</b>	<b>\$ -</b>	<b>\$ 8,250,000</b>

<b>4384101 Volusia-Daytona Bch Intl Emergency Response Access Road</b>				<b>Managed By:</b> Volusia County				<b>SIS</b>	
<b>Project Type:</b> Aviation Revenue/Operational				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ -	\$ -	\$ 20,699	\$ -	\$ -		\$ 20,699
DPTO	CAP		\$ -	\$ -	\$ 79,301	\$ -	\$ -		\$ 79,301
LF	CAP		\$ -	\$ -	\$ 100,000	\$ -	\$ -		\$ 100,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>

4384141 Volusia-Daytona Bch Intl Electrical Upgrades					Managed By: Responsible Agency Not Available SIS				
Project Type: Aviation Preservation Project					Length: N/A			County: Volusia	
-					LRTP Ref: Pgs 2-3 to 2-5				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DPTO	CAP		\$ -	\$ 150,000	\$ -	\$ -	\$ -		\$ 150,000
FAA	CAP		\$ -	\$ 2,700,000	\$ -	\$ -	\$ -		\$ 2,700,000
LF	CAP		\$ -	\$ 150,000	\$ -	\$ -	\$ -		\$ 150,000
TOTAL		\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000

4384161 Volusia-Deland Construct Hangars					Managed By: DeLand					Non-SIS	
Project Type: Aviation Revenue/Operational					Length: N/A					County: Volusia	
					LRTP Ref: Pgs 2-3 to 2-5						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
TOTAL		\$ 3,743,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,743,750	

4384162 Volusia - Deland Muni Construct Hangars					Managed By: Responsible Agency Not Available Non-SIS				
Project Type: Aviation Revenue/Operational					Length: N/A		County: Volusia		
					LRTP Ref: Pgs 2-3 to 2-5				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DDR	CAP		\$ 900,000	\$ 900,000	\$ -	\$ -	\$ -		\$ 1,800,000
LF	CAP		\$ 225,000	\$ 225,000	\$ -	\$ -	\$ -		\$ 450,000
DDR	CAP		\$ -	\$ -	\$ -	\$ 960,000	\$ -		\$ 960,000
LF	CAP		\$ -	\$ -	\$ -	\$ 240,000	\$ -		\$ 240,000
TOTAL		\$ 50,000	\$ 1,125,000	\$ 1,125,000	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 3,500,000

<b>4407741 Flagler-Flagler Co Hangar</b>				<b>Managed By:</b> Flagler County Airport				<b>Non-SIS</b>	
<b>Project Type:</b> Aviation Preservation Project				<b>Length:</b> N/A				<b>County:</b> Flagler	
				<b>L RTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ -	\$ -	\$ -	\$ 1,000,000	\$ -		\$ 1,000,000
LF	CAP		\$ -	\$ -	\$ -	\$ 250,000	\$ -		\$ 250,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,250,000</b>

<b>4407841 Volusia-Daytona Bch Intl Runway Safety Area Improvements</b>				<b>Managed By:</b> Volusia County				<b>SIS</b>	
<b>Project Type:</b> Aviation Preservation Project				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>L RTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ 100,000	\$ -	\$ -	\$ -	\$ -		\$ 100,000
FAA	CAP		\$ 1,800,000	\$ -	\$ -	\$ -	\$ -		\$ 1,800,000
LF	CAP		\$ 100,000	\$ -	\$ -	\$ -	\$ -		\$ 100,000
<b>TOTAL</b>		<b>\$ 114,000</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,114,000</b>

<b>4424911 Volusia-Ormond Beach Muni Airport Access Road</b>				<b>Managed By:</b> Responsible Agency Not Available				<b>Non-SIS</b>	
<b>Project Type:</b> Aviation Revenue/Operational				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>L RTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DPTO	CAP		\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -		\$ 2,000,000
LF	CAP		\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -		\$ 2,000,000
<b>TOTAL</b>		<b>\$ 800,000</b>	<b>\$ 2,000,000</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,800,000</b>

<b>4424931 Volusia-Daytona Bch Intl Airfield Improvements</b>				<b>Managed By:</b> Daytona Beach				<b>SIS</b>	
<b>Project Type:</b> Aviation Environmental Project				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ 150,000	\$ -	\$ -	\$ -	\$ -		\$ 150,000
FAA	CAP		\$ 2,700,000	\$ -	\$ -	\$ -	\$ -		\$ 2,700,000
LF	CAP		\$ 150,000	\$ -	\$ -	\$ -	\$ -		\$ 150,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 3,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,000,000</b>

<b>4448711 Flagler-Flagler Co Pavement Extension</b>				<b>Managed By:</b> Flagler County Airport				<b>Non-SIS</b>	
<b>Project Type:</b> Aviation Preservation Project				<b>Length:</b> N/A				<b>County:</b> Flagler	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ -	\$ -	\$ -	\$ -	\$ 1,000,000		\$ 1,000,000
LF	CAP		\$ -	\$ -	\$ -	\$ -	\$ 250,000		\$ 250,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,250,000</b>	<b>\$ -</b>	<b>\$ 1,250,000</b>

<b>4448791 Volusia-Daytona Bch Intl Replace Centrifugal Chillers</b>				<b>Managed By:</b> Volusia County				<b>SIS</b>	
<b>Project Type:</b> Aviation Revenue/Operational				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ -	\$ 2,500,000	\$ 3,000,000	\$ -	\$ -		\$ 5,500,000
LF	CAP		\$ -	\$ 2,500,000	\$ 3,000,000	\$ -	\$ -		\$ 5,500,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,000,000</b>	<b>\$ 6,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,000,000</b>

<b>4448811 Volusia-New Smyrna Hangar</b>				<b>Managed By:</b> New Smyrna Beach				Non-SIS	
<b>Project Type:</b> Aviation Revenue/Operational				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DPTO	CAP		\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -		\$ 2,000,000
LF	CAP		\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -		\$ 500,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,250,000</b>	<b>\$ 1,250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>

<b>4512911 Volusia-New Smyrna Bch Admin Building</b>				<b>Managed By:</b> Responsible Agency Not Available				Non-SIS	
<b>Project Type:</b> Aviation Revenue/Operational				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ 1,000,000	\$ -	\$ -	\$ -	\$ -		\$ 1,000,000
LF	CAP		\$ 250,000	\$ -	\$ -	\$ -	\$ -		\$ 250,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 1,250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,250,000</b>

<b>4512921 Volusia-New Smyrna Bch Taxiway Rehab</b>				<b>Managed By:</b> Responsible Agency Not Available				Non-SIS	
<b>Project Type:</b> Aviation Preservation Project				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>&gt;2028</b>	<b>Total</b>
DDR	CAP		\$ -	\$ -	\$ 280,000	\$ -	\$ -		\$ 280,000
FAA	CAP		\$ -	\$ -	\$ 3,150,000	\$ -	\$ -		\$ 3,150,000
LF	CAP		\$ -	\$ -	\$ 70,000	\$ -	\$ -		\$ 70,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,500,000</b>

4515951 Volusia-Deland Muni Taxiway Rehab					Managed By: Responsible Agency Not Available					Non-SIS	
Project Type: Aviation Preservation Project					Length: N/A					County: Volusia	
					LRTP Ref: Pgs 2-3 to 2-5						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
DPTO	CAP		\$ 240,000	\$ -	\$ -	\$ -	\$ -		\$ 240,000		
LF	CAP		\$ 60,000	\$ -	\$ -	\$ -	\$ -		\$ 60,000		
TOTAL		\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000		

4520591 Volusia-Ormond Bch Wildlife And Security					Managed By: Responsible Agency Not Available					Non-SIS	
Project Type: Aviation Safety Project					Length: N/A					County: Volusia	
-					LRTP Ref: Pgs 2-3 to 2-5						
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total		
DDR	CAP		\$ -	\$ -	\$ 320,000	\$ -	\$ -		\$	320,000	
LF	CAP		\$ -	\$ -	\$ 80,000	\$ -	\$ -		\$	80,000	
TOTAL		\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$	400,000	

4520601 Volusia-Ormond Bch Rehabilitate Pavement					Managed By: Responsible Agency Not Available				Non-SIS	
Project Type: Aviation Preservation Project					Length: N/A				County: Volusia	
					LRTP Ref: Pgs 2-3 to 2-5					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total	
DDR	CAP		\$ 32,000	\$ 200,000	\$ -	\$ -	\$ -		\$ 232,000	
FAA	CAP		\$ 360,000	\$ 2,250,000	\$ -	\$ -	\$ -		\$ 2,610,000	
LF	CAP		\$ 8,000	\$ 50,000	\$ -	\$ -	\$ -		\$ 58,000	
TOTAL		\$ -	\$ 400,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,900,000	

4521921 Volusia-Daytona Bch Intl Taxiway E3 & E4				Managed By: Responsible Agency Not Available SIS					
Project Type: Aviation Preservation Project				Length: N/A				County: Volusia	
				LRTP Ref: Pgs 2-3 to 2-5					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
GMR	CAP		\$ 750,000	\$ -	\$ -	\$ -	\$ -		\$ 750,000
LF	CAP		\$ 750,000	\$ -	\$ -	\$ -	\$ -		\$ 750,000
TOTAL		\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000

4521931 Volusia-Daytona Bch Intl Bellevue Ave					Managed By: Responsible Agency Not Available SIS				
Project Type: Aviation Preservation Project					Length: N/A			County: Volusia	
-					LRTP Ref: Pgs 2-3 to 2-5				
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DIS	CAP		\$ -	\$ -	\$ -	\$ -	\$ 4,250,000		\$ 4,250,000
LF	CAP		\$ -	\$ -	\$ -	\$ -	\$ 4,250,000		\$ 4,250,000
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ 8,500,000

4521941 Volusia-Daytona Bch Intl Taxiway W				Managed By: Responsible Agency Not Available SIS					
Project Type: Aviation Preservation Project				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DIS	CAP		\$ -	\$ -	\$ -	\$ -	\$ 783,150		\$ 783,150
LF	CAP		\$ -	\$ -	\$ -	\$ -	\$ 783,150		\$ 783,150
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,566,300	\$ -	\$ 1,566,300

4521951 Volusia-Daytona Bch Intl Terminal Baggage Claim Inbound				Managed By: Responsible Agency Not Available SIS					
Project Type: Aviation Preservation Project				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DIS	CAP		\$ -	\$ -	\$ -	\$ -	\$ 900,000		\$ 900,000
LF	CAP		\$ -	\$ -	\$ -	\$ -	\$ 900,000		\$ 900,000
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ -	\$ 1,800,000

4521961 Volusia-Daytona Bch Intl Terminal Baggage Claim Outbound				Managed By: Responsible Agency Not Available				SIS	
Project Type: Aviation Preservation Project				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5					
Fund	Phase	<2024	2024	2025	2026	2027	2028	>2028	Total
DIS	CAP		\$ -	\$ -	\$ -	\$ -	\$ 2,294,567		\$ 2,294,567
GMR	CAP		\$ -	\$ -	\$ -	\$ -	\$ 1,955,433		\$ 1,955,433
LF	CAP		\$ -	\$ -	\$ -	\$ -	\$ 4,250,000		\$ 4,250,000
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000	\$ -	\$ 8,500,000

## **APPENDICES**

# **APPENDIX I**

## **Abbreviations & Acronyms**

## APPENDIX II

### ABBREVIATIONS AND ACRONYMS

ADA - Americans with Disabilities Act  
BPAC - Bicycle/Pedestrian Advisory Committee  
CAC - Citizens' Advisory Committee  
CFR - Code of Federal Regulations  
CMP - Congestion Management Process  
CMS - Congestion Management System  
CR - County Road  
FAST Act - Fixing America's Surface Transportation Act  
FDOT - Florida Department of Transportation  
FHWA - Federal Highway Administration  
FTA - Federal Transit Administration  
FY - Fiscal Year

ITS - Intelligent Transportation System  
LRTP - Long-Range Transportation Plan  
MPO - Metropolitan Planning Organization  
MAP-21 - the Moving Ahead for Progress in the 21st Century Act (PL 112-141), was signed into law by President Obama on July 6, 2012  
R2CTPO - River to Sea Transportation Planning Organization  
SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users  
SR - State Road

STIP - State Transportation Improvement Program  
TCC - Technical Coordinating Committee  
TDP - Transit Development Plan  
TDLCB - Transportation Disadvantaged Local Coordinating Board  
TIP - Transportation Improvement Program  
TPO - Transportation Planning Organization  
USC - United States Code

#### STATE AND FEDERAL FUND CODES

AC2E - Advance Construction (SR2E)  
AC2N - Advance Construction (SR2N)  
AC2S - Advance Construction (SR2S)  
ACAN - Advance Construction (SAAN)  
ACBR - Advance Construction (BR)  
ACBZ - Advance Construction (BRTZ)  
ACCM - Advance Construction (CM)

ACEM - Earmarks AC  
ACEN - Advance Construction (EBNH)  
ACEP - Advance Construction (EBBP)  
ACER - Advance Construction (ER)  
ACIM - Advance Construction (IM)  
ACNH - Advance Construction (NH)  
ACNP - Advance Construction (NHPP)

ACRH - Advance Construction (RHH)  
ACRP - Advance Construction (RHP)  
ACSA - Advance Construction (SA)  
ACSB - Advance Construction (SABR)  
ACSE - Advance Construction (SE)  
ACSH - Advance Construction (SH)  
ACSL - Advance Construction (SL)

ACSN - Advance Construction (SN)  
ACSP - Advance Construction (SP)  
ACSS - Advance Construction (SS)  
ACSU - Advance Construction (SU)  
ACTA - Advance Construction (TALT)  
ACTL - Advance Construction (TALL)  
ACTN - Advance Construction (TALN)  
ACTU - Advance Construction (TALU)  
ARRA - American Recovery and Reinvestment Act of 2009  
BA - Donor Bonus, Any Area  
BL - Db, Areas <= 200k  
BNBR - Amendment 4 Bonds (Bridges)  
BNCA - Bond - Controlled Access  
BNDS - Bond - State  
BNIR - Intrastate R/W and Bridge Bonds  
BNPK - Amendment 4 Bonds  
BRAC - Federal Bridge Replacement  
BRP - State Bridge Replacement  
BRRP - State Bridge Repair and Rehab  
BRT - Bridge Replacement Program  
BRTD - Fed Bridge Repl – Discretionary  
BRTZ - BRT (AC/Regular)  
BU - Db, Urban Areas > 200K  
BZAC - BRTZ (AC/Regular)  
CFA - Contractor Funds Advance  
CIGP - County Incentive Grant Program  
CIGR - CIGP for Growth Management  
CM - Congestion Mitigation  
COE - Corp of Engineers (Non-Budget)  
D - Unrestricted State Primary  
DC - State Primary PE Consultants

DCA - Department of Community Affairs  
DDR - District Dedicated Revenue  
DDRF - District Dedicated Rev Matching Fund  
DEM - Environmental Mitigation  
DEMW - Environmental Mitigation-Wetlands  
DEP - Depart of Environmental Protection  
DER - Emergency Relief - State Funds  
DFTA - Fed Pass - Through \$ From FTA  
DI - St - S/W Inter/Intrastate Hwy  
DIH - State In-House Product Support  
DIOH - State 100% - Overhead  
DIRS - Advanced Acquisition - Intrastate Corridor  
DIS - Strategic Intermodal System  
DITS - Statewide ITS - State 100%  
DL - Local Funds - PTO - Budgeted  
DPTO - State PTO  
DRA - Rest Areas - State 100%  
DS - State Primary Highways and PTO  
DSB - Pri Consult/Reimbursed by bonds  
DSB0 - Unallocated to Facility  
DSBD - I-95 Express Lanes  
DSF - State Primary Matching Fund  
DU - Federal Transit Administration Pass-Thru Funds  
DWS - Weigh Stations-State 100%  
EB - Equity Bonus  
EBBP - Equity Bonus - Bridge  
EBNH - Equity Bonus – NH  
EBOH - Equity Bonus- Overhead  
EM09 - GAA Earmarks FY 2009  
EM10 - GAA Earmarks FY 2010

EM19 - GAA Earmarks FY 2019  
ER07 - Natural Disasters 2007  
ER08 - Hurricanes 2008  
F001 - Federal Discretionary - US 19  
F002 - Corridors/Borders - US 19  
F330 - Sec 330 STP Earmarks 2003  
FAA - Federal Aviation Admin  
FBD - Ferryboat Discretionary  
FCO - Primary/Fixed Capital Outlay  
FEDR - Federal Research Activities  
FEMA - Fed Emergency Mgt Assistance  
FGWB - Fixed Guideway Bond Projects  
FHPP - Federal High Priority Projects  
FRA - Federal Railroad Administration Pass-Thru Funds  
FRAD - FRA Grant Payback  
FRM4 - STP, Earmarks - 2004  
FRM6 - Highway Priority Projects  
FSDU - Fed Stimulus, FTA Reimbursement  
FSF1 - Fed Stimulus, S/W Managed  
FSFB - Fed Stimulus, Ferry Boat Disc  
FSSD - Fed Stimulus, Discretionary  
FSSE - Fed Stimulus, Enhancement  
FSSL - Fed Stimulus, Areas <= 200K  
FSSN - Fed Stimulus, Non-Urban  
FSSU - Fed Stimulus, Urban Areas > 200K  
FTA - Federal Transit Administration  
FTAD - FTA Funds Comm by TD Comm  
FTAT - FHWA Transfer to FTA (non-bud)  
GMR - Growth Management for SIS  
GR08 - Gen Rev Projects for 2008 GAA

GRSC - Growth Management for SCOP  
HP - Federal Highway Planning  
HPAC - HP (AC/Regular)  
HPP - High Priority Projects  
HR - Federal Highway Research  
HRRR - High Risk Rural Road  
HSP - Highway Safety Improvement Program  
I - Fed Interstate/State Primary  
IBRC - Innovative Bridge Res & Const  
IFLA - I Florida  
IM - Interstate Maintenance  
IMAC - IM (AC/Regular)  
IMD - Interstate Maintenance Discretionary  
INS - Insurance  
INST - Insurance - Turnpike  
IRR - Indian Reservation Roads  
IVH - Intelligent Vehicle Highway System  
LF - Local Funds  
LFBN - Processing Tool to Hold Bond Budget until end of Fiscal Year  
LFD - "LF" for STTF Utility Work  
LFF - Local Fund - for Matching F/A  
LFI - Local Funds Interest Earned  
LFNE - Local Funds not in Escrow  
LFP - Local Funds for Participating  
LFR - Local Funds/Reimbursable  
LFRF - Local Fund Reimbursement-Future  
LFU - Local Funds Unforeseen Work  
LRSC - Local Reimbursable-Small County  
LRTP - Long Range Transportation Plan  
MA - Min Allocation (any area)  
MABP - Min Allocation Bridges (non-BRT)  
MABR - Min Allocation Bridges (BRT)

MANH - Min Allocation (NH)  
MCSA - Motor Carrier Safety Assistance  
MCSG - Motor Carrier Safety Grant  
MG - Minimum Guarantee  
MGBP - Min Guarantee Bridge Program  
MGNH - Minimum Guarantee for NH  
ML - MA Areas <= 200k  
MU - MA Urban Areas > 200k  
NCPD - National Corridor Plan and Dev  
NHAC - NH (AC/Regular)  
NHBR - National Highways Bridges  
NHFP - National Highway Freight Program  
NHPP - National Highway Performance Program  
NHRE - National Highways Resurfacing  
NHRR - National Highways Rural Roads  
NHTS - National Hwy Traffic Safety  
NSTP - New Starts Transit Program  
PL - Metro Plan (85% FA; 15% other)  
PLAC - Metro Plan - AC/Regular  
PLH - Forest Highways  
PLHD - Public Lands Highway Discretionary  
PORT - Seaports  
RBRP - Reimbursable BRP Funds  
RECT - Recreational Trails  
RED - Redistribution of FA (SEC 1102F)  
RHH - Rail-Highway Crossings - Hazard  
RHP - Rail-Highway Crossings - Prot Dev  
RR - Refuge Roads Program  
S125 - STP Earmarks - 2009  
SA - STP, Any Area  
SAAN - STP, Any Area Not on NHS

SABR - STP, Bridge Program not on NHS  
SAFE - Secure Airports for FL Economy  
SB - Scenic Byways  
SBPF - Safety Belt Performance-FHWA  
SBPG - Safety Belt Performance Grants  
SCED - 2012 SB1998 Small County Outreach  
SCOP - Small County Outreach Program  
SCRAP - Small County Resurfacing Program  
SE - STP, Enhancement  
SED - State Economic Development  
SH - STP, Hazard Elimination  
SIB1 - State Infrastructure Bank  
SIBG - SIB funds - Growth Management  
SL - STP, Urban Areas < 200,000 Population  
SN - STP, Rural Areas < 5,000 Population  
SP - STP, RR Protective Devices  
SPAC - STP, RR Prot Devices (AC, Reg)  
SR - STP, RR Hazard Elimination  
SROM - SunRail Revenues for O&M  
SR2E - Safe Routes - Either  
SR2N - Safe Routes to School - Non-infrastructure  
SR2S - Safe Routes to School - Infrastructure  
SRAC - STP, RR Hazard Elimination AC/Regular  
SSM - Fed Support Services/Minority  
ST10 - STP Earmarks - 2010  
SU - STP, Urban Areas > 200,000 Population (Same as XU)  
TALT - Transportation Alternative, Any Area  
TALL - Transportation Alternative, Urban Areas < 200,000 Population

TALN - Transportation Alternative, Rural Areas < 5,000 Population  
TALU - Transportation Alternative, Transportation Management Areas > 200,000 Population  
TCP - Fuel Tax Compliance Project  
TCSP - Transportation & Community System Preservation  
TDDR - Transportation Disadvantaged -DDR Use  
TDHC - Transportation Disadvantaged – Healthcare  
TDTF - Transportation Disadvantaged - Trust Fund

TFRT - Toll Facility Revolving Trust Fund  
TIF2 - TIFIA Loan - Rental Car Facility  
TIFI - Transportation Infrastructure Finance & Innovation Act  
TIMP - Transportation Improvement  
TLWR -- SUN Trail Network (2015 SB 2514A)  
TPM – Transportation Performance Measures  
TMBD - I-95 Express Lanes  
TRIP - Transportation Regional Incentive Program (FS 20115(4)(a) and FS 3392819)  
TRWR - Transportation Regional Incentive Program (FS 320072)

TSIN - Safety for Non - Construction  
TSIR - Safety for Research Activities  
TSM - Transport Systems Mgmt  
USFW - US Fish and Wildlife Service  
USHS - US Dept of Homeland Security  
VPPP - Value Pricing Pilot Program  
XA - STP, Any Area  
XBR - Rollup Fed Bridge (BRT+MABR)  
XL - STP, Areas <= 200k Population  
XU - STP, Areas > 200k Population (Same as SU)

#### LOCAL FUND CODES

9th GT - 9th Cent Local Option Gas Tax  
CIGP - County Incentive Grant Program  
IFZ1 - Volusia County Impact Fee Zone 1  
IFZ2 - Volusia County Impact Fee Zone 2  
IFZ3 - Volusia County Impact Fee Zone 3

IFZ4 - Volusia County Impact Fee Zone 4  
LAP - Local Area Program  
LF - Local Funds  
LF/FED - Local or Federal Funds for Candidate Project

LFF - Local Funds for Matching F/A  
LFP - Local Funds - Private  
LFR - Local Funds/Reimbursable  
LOGT - Local Option Gas Tax  
One - One Cent Gas Tax Funding

#### PHASE CODES

ADM - Administration  
CAP - Capital  
CST - Construction  
DSB - Design/Build  
ENG - Engineering  
ENV - Environmental  
LAP - Local Agency Program  
MAT - Maintenance

MNT - Maintenance  
MSC - Miscellaneous Transportation Improvements  
OPR - Operations  
OPS - Operations  
PD&E - Project Development and Environmental

PDE - Project Development and Environmental  
PE - Preliminary Engineering (Design)  
PLN - Planning  
ROW - Right-of-Way Acquisition  
RRU - Rail Road Utilities

## **APPENDIX II**

### **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
<b>Emergency Management</b>	4	Evacuation Route	Identified projects were analyzed in relation to evacuation routes as delineated by the Florida Department of Emergency Management and local government comprehensive plans. If a project was in a designated Emergency Evacuation Route, it received 10 points.	Roadway is Emergency Evacuation Route	10
				Roadway is Not an Emergency Evacuation Route	0
<b>Multimodal/ Complete Streets</b>	1, 2, 3, 5, 6	Bicycle, Pedestrian, Transit and Complete Streets	Identified projects were evaluated for whether they would add bicycle and pedestrian capacity on a non-limited access facility in an urban or transitioning area. Projects meeting this criteria received 2.5 points.	Does project add new bicycle/pedestrian route or facility?	2.5
			Identified projects were analyzed in relation to existing fixed-routes in the Votran system. If a project would add a new or contained an existing transit route, it received 2.5 points.	Does project add new/contains existing transit route?	2.5
			Identified projects were analyzed in relation to the location of Votran transfer facilities, DeBary SunRail station, DeLand Amtrak station, and Daytona Beach International Airport. If the project would provide access to these facilities, it received 2.5 points.	Does project provide access to multimodal hubs/stations?	2.5
			Identified projects were evaluated by staff for whether plans or documented goals existed for the corridor to be developed as a Complete Street and/or provide Complete Streets elements. Projects meeting this criteria received 2.5 points.	Does project add additional Complete Street elements?	2.5

# Technical Criteria Scoring

Priority Evaluation Category	Connect 2045 Goals Implemented	Criteria Description	Source/Methodology for Evaluation	Criteria Scoring	Points Available
<b>Economic and Community Development</b>	1, 2, 3	Access to Activity Centers and Improved Freight Movement	Identified projects were analyzed to determine whether they would provide additional access to downtown locations, beaches, visitor destinations, large regional shopping/entertainment centers, or other similar activity centers. Projects meeting this criteria received 5 points.	Provides access to a tourism/activity center?	5
			Identified projects were evaluated in relation to ecotourism locations including public conservation lands, trails (e.g. birding trails, paved trails, equestrian trails, and paddling trails), nature area hiking, off-road biking, and historic and cultural sites. If the project would provide access to any of these types of locations, it received 3 points.	Provides access to an ecotourism location?	3
			Identified projects were analyzed for whether they were within corridors identified on the National Highway Freight Network, Strategic Intermodal System, regional freight subsystem (defined in the Central Florida Regional Freight Mobility Study), other state corridors (SR 44, SR 11, SR 472), or corridors east of I-95 with truck AADT greater than 1,000. Projects within these corridors received 5 points.	Designated Freight Corridor?	5

# Technical Criteria Scoring

Priority Evaluation Category	Connect 2045 Goals Implemented	Criteria Description	Source/Methodology for Evaluation	Criteria Scoring	Points Available
<b>Regional Connectivity</b>	1, 3	Parallel Reliever and Consistent Lanes	Identified projects were evaluated for whether they are a new facility or, based on their location, would relieve congestion on parallel facilities and/or provide additional capacity during emergency or evacuation events. Projects meeting this definition received 5 points.	New Connection/Upgraded Facility to Provide Parallel Capacity?	5
			Identified projects were evaluated as to whether they added lanes that would match the number of lanes of the adjacent segment of the roadway. Projects meeting this criteria received 5 points.	Provides Consistent Number of Lanes Along Roadway?	5
<b>Environmental Justice</b> (avoiding disproportionate adverse effects on minority and low-income populations)	5, 6	Benefits vs. Impacts	Identified projects located within identified Environmental Justice (EJ) areas were evaluated. EJ areas have a percentage of minority populations or households in poverty at a level more than 150% of the statewide average (see pages 5-40 through 5-43). If the project intersected an EJ area, staff analysis was performed to determine potential impacts based on the project's scope. The project received points accordingly.	Positive Benefit	10
				Neutral	0
				Potential Negative Impacts	-3

# 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 II

### 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
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>110</b>

#### Criteria #1 – Location (5 points max.)

This criterion looks at the classification of the roads that will benefit from a proposed project. This criterion gives more points to projects that provide a benefit on roads that are classified at a higher level. If a project benefits more than one road, the road that has the highest classification will be used to allocate points.

#### Select only ONE

- ☐ Non-Federally Functionally Classified Road (0 points)
- ☐ Urban/Rural Local Road (0 points)
- ☐ Rural Minor Collector (0 points)
- ☐ Urban Minor Collector (2 points)
- ☐ Urban/Rural Major Collector (3 points)
- ☐ Urban/Rural Minor Arterial (4 points)
- ☐ Urban/Rural Principal Arterial (5 points)

## Criteria #2 – Project Readiness (15 points max.)

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

Feasibility Study/Conceptual Design/Cost Estimate/SEMP <sup>2</sup>

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

PE (Design)

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

Environmental

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

Right-of-Way Acquisition

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

Permitting

**Select only ONE**

- ☐ Completed (3 points)
- ☐ Not Required (3 points)
- ☐ Required but Not Completed (0 points)
- ☐ Unknown or TBD (0 points)

<sup>1</sup> When Federal funding will be used to fund a project, all activities or work, including that which is done in advance of applying for Federal funds, must comply with all applicable Federal statutes, rules and regulations.

<sup>2</sup> A Systems Engineering Management Plan (SEMP) is generally required for ITS projects.

**Criteria #3 –Mobility and Operations Benefits (30 points max.)**

This criterion looks at the extent of traffic operational benefits that will be derived from a proposed project. The number of points allocated will reflect the degree of benefit that is expected.

Existing volume to capacity ratio (i.e., existing congestion severity) [Must be documented.]

**Select only ONE**

- ☐ less than 0.75 (0 points)
- ☐ 0.75 to 0.99 (3 points)
- ☐ 1.00 to 1.25 (4 points)
- ☐ greater than 1.25 and/or identified as congested in TPO's CMP/Performance Measures Report (5 points)

Mobility Enhancements (i.e., level of increased mobility and/or travel time reliability that a project will provide)

**Select ALL that Apply**

- ☐ None (0 points)
- ☐ Bicycle, Pedestrian, ADA, or Transit (0-5 points)
- ☐ Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming<sup>3</sup> (0-10 points)

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

**Select only ONE**

- ☐ No (0 points)  
☐ Yes (0-5 points)

Hurricane evacuation route upgrade including, but not limited to, converting traffic signal to mast arm or other operational improvements.<sup>7</sup>

**Select only ONE**

- ☐ No (0 points)  
☐ Yes (0-5 points)

<sup>3</sup> Attach Traffic Signal Timing Study.

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

<sup>5</sup> Attach FDOT Step 3 Roundabout Summary Report.

<sup>6</sup> Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

<sup>7</sup> The term "other operational improvements" includes any improvement that will likely result in a significant: a) increase in evacuating traffic capacity or b) reduction in the probable occurrence or severity of evacuating traffic delay and/or disruption from signal failure, lane blockage, etc.

**Criteria #4 –Safety Benefits (20 points max.)**

This criterion looks at the degree of safety benefits that will be derived from a proposed project. The distinction between the categories of benefits will be coordinated with the Community Traffic Safety Teams (CTST). The number of points allocated will reflect the degree of benefit that is expected.

**Select ALL that Apply**

- ☐ The specific project location is on FDOT's High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles <sup>8</sup>, corridor crashes per million vehicle miles <sup>9</sup>, Community Traffic Safety Team report, etc.) (0-5 points)
- ☐ The "problem" described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas

identified in the 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident. (0-5 points)

- ☐ The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents. (0-10 points)

<sup>8</sup> If an application scores very high in this criterion, the R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

<sup>9</sup> Applying Agency must use the following crash rate calculation formulas: Corridor Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 days/year x Number Years x Segment Length); Intersection Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 x Number of Years).

#### **Criteria #5 –Support of Comprehensive Planning Goals and Economic Vitality (10 points max.)**

This criterion looks at the degree to which the proposed project will actually contribute to the achievement of one or more of the local government's adopted comprehensive plan goals or objectives, and the degree to which it supports economic vitality. The Applying Agency must identify specific goals and/or objectives from the relevant comprehensive plan and provide a rational explanation of how the proposed project will advance those goals and or objectives. Points will not be awarded for being merely consistent with the comprehensive plan. Points should be awarded in proportion to how well the project will show direct, significant and continuing positive influence. Temporary effects related to project construction, such as the employment of construction workers, will not be considered.

##### **Select ALL that Apply**

- ☐ Directly contributes to the achievement of one or more goals/objectives in the adopted comprehensive plan (0-5 points)
- ☐ Directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities) (0-5 points)

#### **Criteria #6 –Infrastructure Impacts (20 points max.)**

This criterion looks at impacts to adjoining public or private infrastructure, which may be in the way of the project. The less existing infrastructure is impacted the more points a project will score.

##### **Select only ONE**

- ☐ Major Drainage Impact – relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined <sup>10</sup> (0 points)
- ☐ Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is required (0-2 points)
- ☐ No Drainage Impact – no drainage work required (0-4 points)

**Select ALL that Apply**

- ☐ Relocation of private gas utility or fiber optic communication cable is not required <sup>11</sup> (0-4 points)
- ☐ Relocation of public/private water or sewer utility is not required <sup>11</sup> (0-4 points)
- ☐ Relocation of telephone, power, cable TV utilities is not required <sup>12</sup> (0-4 points)
- ☐ No specimen or historic trees  $\geq 18"$  diameter will be removed or destroyed (0-4 points)

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

<sup>11</sup> Typically, these are underground utilities that can only be determined by a complete set of plans. Attach plans showing no impacts; otherwise, assumption is in urban area utilities will be affected.

<sup>12</sup> Typically, above ground utilities are not affected except for widening and turn lane projects.

**Criteria #7 –Local Matching Funds > 10% of Total Project Cost (10 points max.)**

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

**Select only ONE**

- ☐ 10% Local Matching Funds (0 points)
- ☐ 10.0% < Local Matching Funds < 12.5% (1 points)
- ☐ 12.5%  $\leq$  Local Matching Funds < 15.0% (2 points)
- ☐ 15.0%  $\leq$  Local Matching Funds < 17.5% (3 points)
- ☐ 17.5%  $\leq$  Local Matching Funds < 20.0% (4 points)
- ☐ 20.0%  $\leq$  Local Matching Funds < 22.5% (5 points)
- ☐ 22.5%  $\leq$  Local Matching Funds < 25.0% (6 points)
- ☐ 25.0%  $\leq$  Local Matching Funds < 27.5% (7 points)
- ☐ 27.5%  $\leq$  Local Matching Funds < 30.0% (8 points)
- ☐ 30.0%  $\leq$  Local Matching Funds < 32.5% (9 points)
- ☐ 32.5%  $\leq$  Local Matching Funds (10 points)

## 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
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>110</b>

### Criteria #1 – Proximity to Community Assets (20 points max.)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths and **Transportation Alternatives Activities** or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed overall, and individual point assignments will be limited as listed below.

<b>Proximity to Community Assets</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
Residential developments, apartments, community housing	<input type="checkbox"/>	4
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities	<input type="checkbox"/>	4
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	4
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	4
School bus stop (K-12)	<input type="checkbox"/>	2
Schools (K-12)	<input type="checkbox"/>	2
<b>Maximum Point Assessment</b>		20

**Criteria #2 – Connectivity and Accessibility (20 points max.)**

This measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled?

<b>Network Connectivity and Accessibility</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
Project provides access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	5
Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	5
<b>Maximum Point Assessment</b>		<b>20</b>

**Criteria #3 – Safety/Security (20 points max.)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes safety related transportation performance data and school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns.

<b>Safety/Security</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
The project will contribute to a reduction in the number of Non-Motorized Serious Injuries and Fatalities in the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	10
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	5
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input type="checkbox"/>	5
<b>Maximum Point Assessment</b>		<b>20</b>

#### **Criteria #4 – Contribution to “Livability” and Sustainability in the Community (10 points max.)**

This measure considers how the project positively impacts the “Livability” and Sustainability in the community that is being served by that facility. Depict assets on a project area map and describe in the space provided.

- Project includes traffic calming measures
- Project is located in a “gateway” or entrance corridor as identified in a local government applicant’s master plan, or other approved planning document
- Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements
- Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users
- Project improves transfer between transportation modes
- Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur
- Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy motor vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
- Project significantly enhances the travel experience via walking and biking

- Project improves transportation system resiliency and reliability
- Project reduces (or mitigates) the storm water impacts of surface transportation

**Criteria #5 – Enhancements to the Transportation System (10 points max.)**

This measure considers the demonstrated and defensible relationship to surface transportation.

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable and describe in the space provided.

- Is the project included in an adopted plan?
- Is the project consistent with the goals of the River to Sea TPO's Complete Streets Policy on Page 5?
- Does local government have Land Development Code requirements to construct sidewalks?
- Does the project relate to surface transportation?
- Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
- Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?
- Does the project conform to Transit Oriented Development principles?
- Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?

**Criteria #6 – Project Readiness (5 points max.)**

This measure considers the state of project readiness. Describe project readiness in the space provided.

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Is the project completed through the design phase?
- Is right-of-way readily available and documented for the project?

**Criteria #7 – Public Support/Special Considerations (5 points max.)**

Describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria.

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
<b>Maximum Point Assessment</b>	<input type="checkbox"/>	<b>5</b>

**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
<b>Maximum Point Assessment</b>		<b>20</b>

## **APPENDIX III**

### **Federal List of Obligated Projects**

PAGE 1  
RIVER TO SEA TPO

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

DATE RUN: 10/03/2022  
TIME RUN: 10.38.52  
MBROBLTP

HIGHWAYS  
=====

ITEM NUMBER:437595 1  
DISTRICT:05  
ROADWAY ID:73010000

PROJECT DESCRIPTION:SR 5 (US 1) ROUNDABOUT AT MATANZAS WOODS PKWY  
COUNTY:FLAGLER  
PROJECT LENGTH: .095MI

\*NON-SIS\*  
TYPE OF WORK:ROUNDABOUT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSL	-65,089
SL	34,572
<b>TOTAL 437595 1</b>	<b>-30,517</b>
<b>TOTAL 437595 1</b>	<b>-30,517</b>

ITEM NUMBER:438003 1  
DISTRICT:05  
ROADWAY ID:73001000

PROJECT DESCRIPTION:I-95 FROM VOLUSIA COUNTY LINE TO NORTH OF PALM COAST PARKWAY  
COUNTY:FLAGLER  
PROJECT LENGTH: 12.488MI

\*SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	52,245
<b>TOTAL 438003 1</b>	<b>52,245</b>
<b>TOTAL 438003 1</b>	<b>52,245</b>

ITEM NUMBER:438003 2  
DISTRICT:05  
ROADWAY ID:73001000

PROJECT DESCRIPTION:I-95 FROM N OF PALM COAST PKY TO PELLICER CREEK  
COUNTY:FLAGLER  
PROJECT LENGTH: 6.933MI

\*SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-1,250
<b>TOTAL 438003 2</b>	<b>-1,250</b>
<b>TOTAL 438003 2</b>	<b>-1,250</b>

ITEM NUMBER:439124 1  
DISTRICT:05  
ROADWAY ID:73030000

PROJECT DESCRIPTION:SR A1A FROM OSPREY DRIVE TO NORTH OF MARINERS DRIVE  
COUNTY:FLAGLER  
PROJECT LENGTH: 3.798MI

\*NON-SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	500,001
<b>TOTAL 439124 1</b>	<b>500,001</b>
<b>TOTAL 439124 1</b>	<b>500,001</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

**HIGHWAYS**  
=====

ITEM NUMBER:439156 1  
DISTRICT:05  
ROADWAY ID:73050000

PROJECT DESCRIPTION:SR 11, PERKINS HIGHWAY @ CR 304, MP 5.970  
COUNTY:FLAGLER  
PROJECT LENGTH: .400MI

\*NON-SIS\*  
TYPE OF WORK:ROUNDABOUT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-25,866
<b>TOTAL 439156 1</b>	<b>-25,866</b>
<b>TOTAL 439156 1</b>	<b>-25,866</b>

ITEM NUMBER:440557 6  
DISTRICT:05  
ROADWAY ID:73030000

PROJECT DESCRIPTION:SR 1A CONSTRUCTION SEGMENT 2 FROM S 22ND ST TO S 9TH ST  
COUNTY:FLAGLER  
PROJECT LENGTH: 1.424MI

\*NON-SIS\*  
TYPE OF WORK:ROAD RECONSTRUCTION - 2 LANE  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER17	1,946,421
SAAN	-2,150
<b>TOTAL 440557 6</b>	<b>1,944,271</b>
<b>TOTAL 440557 6</b>	<b>1,944,271</b>

ITEM NUMBER:445219 1  
DISTRICT:05  
ROADWAY ID:73020000

PROJECT DESCRIPTION:SR 100 FROM N PALMETTO ST TO EAST OF OLD KINGS RD SOUTH  
COUNTY:FLAGLER  
PROJECT LENGTH: 4.570MI

\*SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,110,766
<b>TOTAL 445219 1</b>	<b>2,110,766</b>
<b>TOTAL 445219 1</b>	<b>2,110,766</b>

ITEM NUMBER:445690 1  
DISTRICT:05  
ROADWAY ID:73030000

PROJECT DESCRIPTION:SR 1A FROM N OF OCEAN MARINA DR TO S OF WESTMAYER PL  
COUNTY:FLAGLER  
PROJECT LENGTH: .339MI

\*NON-SIS\*  
TYPE OF WORK:SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	224,763
SA	-1,305
<b>TOTAL 445690 1</b>	<b>223,458</b>
<b>TOTAL 445690 1</b>	<b>223,458</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

DATE RUN: 10/03/2022  
TIME RUN: 10.38.52  
MBROBLTP

HIGHWAYS  
=====

ITEM NUMBER:240992 5  
DISTRICT:05  
ROADWAY ID:79010000

PROJECT DESCRIPTION:SR 5 US 1 AT CANAL STREET INTERSECTION IMPROVEMENTS  
COUNTY:VOLUSIA  
PROJECT LENGTH: .577MI

\*NON-SIS\*  
TYPE OF WORK:INTERSECTION IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RED	689,083
SA	128,240
<b>TOTAL 240992 5</b>	<b>817,323</b>
<b>TOTAL 240992 5</b>	<b>817,323</b>

ITEM NUMBER:240992 8  
DISTRICT:05  
ROADWAY ID:79010000

PROJECT DESCRIPTION:SR 5 US 1 AT BIG TREE ROAD  
COUNTY:VOLUSIA  
PROJECT LENGTH: .200MI

\*NON-SIS\*  
TYPE OF WORK:INTERSECTION IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-26,929
<b>TOTAL 240992 8</b>	<b>-26,929</b>
<b>TOTAL 240992 8</b>	<b>-26,929</b>

ITEM NUMBER:242172 1  
DISTRICT:05  
ROADWAY ID:79250500

PROJECT DESCRIPTION:CR 4050 ORANGE AVE BR#794003 VETERANS MEMORIAL BRIDGE  
COUNTY:VOLUSIA  
PROJECT LENGTH: .350MI

\*NON-SIS\*  
TYPE OF WORK:BRIDGE REPLACEMENT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG	
SA	1,896
<b>TOTAL 242172 1</b>	<b>1,896</b>
<b>TOTAL 242172 1</b>	<b>1,896</b>

ITEM NUMBER:242715 2  
DISTRICT:05  
ROADWAY ID:79002000

PROJECT DESCRIPTION:I-95 0.5 MILES N OF SR 44 TO 1.6 MI N OF US 92  
COUNTY:VOLUSIA  
PROJECT LENGTH: 13.856MI

\*SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 5/ 4/ 2

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-2,857,830
<b>TOTAL 242715 2</b>	<b>-2,857,830</b>
<b>TOTAL 242715 2</b>	<b>-2,857,830</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

**HIGHWAYS**  
=====

ITEM NUMBER:410251 1  
DISTRICT:05  
ROADWAY ID:79050000

PROJECT DESCRIPTION:SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40  
COUNTY:VOLUSIA  
PROJECT LENGTH: 6.848MI

\*SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2022
SA	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
	360,002
<b>TOTAL 410251 1</b>	<b>360,002</b>
<b>TOTAL 410251 1</b>	<b>360,002</b>

ITEM NUMBER:431922 1  
DISTRICT:05  
ROADWAY ID:79070000

PROJECT DESCRIPTION:SR 44 AT KEPLER ROAD INTERSECTION IMPROVEMENTS  
COUNTY:VOLUSIA  
PROJECT LENGTH: .545MI

\*NON-SIS\*  
TYPE OF WORK:ROUNDBOUT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2022
SA	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSU	-407
SU	55,363
<b>TOTAL 431922 1</b>	<b>54,956</b>
<b>TOTAL 431922 1</b>	<b>54,956</b>

ITEM NUMBER:434411 1  
DISTRICT:05  
ROADWAY ID:79110000

PROJECT DESCRIPTION:SR 400 (I-4) FROM WEST OF CR 4139 TO SR 44  
COUNTY:VOLUSIA  
PROJECT LENGTH: 5.148MI

\*SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2022
SA	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	5,934,108
<b>TOTAL 434411 1</b>	<b>5,935,108</b>
<b>TOTAL 434411 1</b>	<b>5,935,108</b>

ITEM NUMBER:435596 1  
DISTRICT:05  
ROADWAY ID:79080000

PROJECT DESCRIPTION:SR A1A (ATLANTIC AVE ) MAST ARM AT CARDINAL DRIVE  
COUNTY:VOLUSIA  
PROJECT LENGTH: .026MI

\*NON-SIS\*  
TYPE OF WORK:TRAFFIC SIGNALS  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2022
SA	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-1,046
<b>TOTAL 435596 1</b>	<b>-1,046</b>
<b>TOTAL 435596 1</b>	<b>-1,046</b>

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ITEM NUMBER:436292 1	PROJECT DESCRIPTION:I-95 INTERCHANGE AT PIONEER TRAIL	*SIS*
DISTRICT:05	COUNTY:VOLUSIA	TYPE OF WORK:INTERCHANGE (NEW)
ROADWAY ID:79002000	PROJECT LENGTH: 2.000MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 2
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	40,002	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP	3,539,355	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	890,735	
TALT	821,417	
<b>TOTAL 436292 1</b>	<b>5,291,509</b>	
<b>TOTAL 436292 1</b>	<b>5,291,509</b>	

ITEM NUMBER:437842 1	PROJECT DESCRIPTION:US 17/92 FROM S I-4 RAMP TO N OF MINNESOTA AVENUE	*SIS*
DISTRICT:05	COUNTY:VOLUSIA	TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:79040000	PROJECT LENGTH: 7.314MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP	-1,447	
<b>TOTAL 437842 1</b>	<b>-1,447</b>	
<b>TOTAL 437842 1</b>	<b>-1,447</b>	

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	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT BRTZ	1,000	
SA	20,031	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT BRTZ	-82	
<b>TOTAL 437935 1</b>	<b>20,949</b>	
<b>TOTAL 437935 1</b>	<b>20,949</b>	

ITEM NUMBER:437936 1	PROJECT DESCRIPTION:FIFTH STREET BRIDGE FROM S RIVERSIDE DR TO COMMODORE DR	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:79000375	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF NEW SMYRNA BEACH BRTZ	646,163	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT BRTZ	1,323	

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF NEW SMYRNA BEACH  
SA 663,942  
TOTAL 437936 1 1,311,428  
TOTAL 437936 1 1,311,428

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 2022  
  
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SU -3,111  
TOTAL 438017 1 -3,111  
TOTAL 438017 1 -3,111

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 2022  
  
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
NHPP 989,402  
TOTAL 438968 2 989,402  
TOTAL 438968 2 989,402

ITEM NUMBER:438980 1 PROJECT DESCRIPTION:OLD NEW YORK AVENUE FROM RR/DELAND AMTRAK TO SR 44 (PAVED SHOULDERS) \*NON-SIS\*  
DISTRICT:05 COUNTY:VOLUSIA TYPE OF WORK:PAVE SHOULDERS  
ROADWAY ID:79000012 PROJECT LENGTH: 1.293MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0  
  
FUND  
CODE 2022  
  
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG  
SU 70,916  
TOTAL 438980 1 70,916  
TOTAL 438980 1 70,916

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 2022  
  
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SU -730,604  
  
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
GFSU 824,141  
SA 862,984  
SU 642,662  
TOTAL 438982 1 1,599,183  
TOTAL 438982 1 1,599,183

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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: 1.894MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		7,933
<b>TOTAL 439037 1</b>		<b>7,933</b>
<b>TOTAL 439037 1</b>		<b>7,933</b>

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	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		-895
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		-50,335
<b>TOTAL 439131 1</b>		<b>-51,230</b>
<b>TOTAL 439131 1</b>		<b>-51,230</b>

ITEM NUMBER:439881 1	PROJECT DESCRIPTION:VOLUSIA COUNTY PEDESTRIAN LIGHTING BUNDLE A	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	TYPE OF WORK:LIGHTING
ROADWAY ID:79190000	PROJECT LENGTH: 13.774MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		-259,531
<b>TOTAL 439881 1</b>		<b>-259,531</b>
<b>TOTAL 439881 1</b>		<b>-259,531</b>

ITEM NUMBER:439881 2	PROJECT DESCRIPTION:VOLUSIA COUNTY PEDESTRIAN LIGHTING BUNDLE B	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	TYPE OF WORK:LIGHTING
ROADWAY ID:79080000	PROJECT LENGTH: 8.937MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		-144,327
<b>TOTAL 439881 2</b>		<b>-144,327</b>
<b>TOTAL 439881 2</b>		<b>-144,327</b>

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ITEM NUMBER:439881 4	PROJECT DESCRIPTION:VOLUSIA COUNTY PEDESTRIAN LIGHTING BUNDLE D	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79030000	PROJECT LENGTH: 11.116MI	
		TYPE OF WORK:LIGHTING
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	-282,358	
<b>TOTAL 439881 4</b>	<b>-282,358</b>	
<b>TOTAL 439881 4</b>	<b>-282,358</b>	

ITEM NUMBER:439881 5	PROJECT DESCRIPTION:VOLUSIA COUNTY PEDESTRIAN LIGHTING BUNDLE E	*SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79040000	PROJECT LENGTH: 8.010MI	
		TYPE OF WORK:LIGHTING
		LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	-32,100	
<b>TOTAL 439881 5</b>	<b>-32,100</b>	
<b>TOTAL 439881 5</b>	<b>-32,100</b>	

ITEM NUMBER:439971 2	PROJECT DESCRIPTION:FREMONT AVENUE FROM NILES STREET TO RIDGEWOOD AVENUE	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:	PROJECT LENGTH: .000	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DAYTONA BEACH/PUB WORKS		
GFSU	102,808	
SU	144,502	
TALU	65,625	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	5,000	
<b>TOTAL 439971 2</b>	<b>317,935</b>	
<b>TOTAL 439971 2</b>	<b>317,935</b>	

ITEM NUMBER:440557 3	PROJECT DESCRIPTION:SR A1A WASHOUT/ROAD RECONSTRUCTION - HURRICANE MATTHEW	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79080000	PROJECT LENGTH: 1.015MI	
		TYPE OF WORK:EMERGENCY OPERATIONS
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	13,274	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	26,405	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	311,709	
<b>TOTAL 440557 3</b>	<b>351,388</b>	
<b>TOTAL 440557 3</b>	<b>351,388</b>	

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ITEM NUMBER:440592 1	PROJECT DESCRIPTION:WILDER BLVD RAIL CROSSING 271946-B		*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2022	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
RHH		11,000	
TOTAL 440592 1		11,000	
TOTAL 440592 1		11,000	
ITEM NUMBER:440593 1	PROJECT DESCRIPTION:LIVE OAK AVE RAIL CROSSING 271940-K		*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		2022	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
RHH		80,000	
TOTAL 440593 1		80,000	
TOTAL 440593 1		80,000	
ITEM NUMBER:440601 1	PROJECT DESCRIPTION:CR 4164 (HALIFAX AVE) RAIL CROSSING 271986-Y		*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:79000064	PROJECT LENGTH: .020MI		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE		2022	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
RHP		-85,995	
TOTAL 440601 1		-85,995	
TOTAL 440601 1		-85,995	
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		2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		-445	
TOTAL 440848 1		-445	
TOTAL 440848 1		-445	
ITEM NUMBER:440852 1	PROJECT DESCRIPTION:TOMOKA ELEMENTARY CONNECTOR SIDEWALK		*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA		TYPE OF WORK:SIDEWALK
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF ORMOND BEACH			
SU		27,998	

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DATE RUN: 10/03/2022  
TIME RUN: 10.38.52  
MBROBLTP

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	166
<b>TOTAL 440852 1</b>	<b>28,164</b>
<b>TOTAL 440852 1</b>	<b>28,164</b>

ITEM NUMBER:440853 1	PROJECT DESCRIPTION:WILLIAMSON BLVD/HAND AVE PEDESTRIAN IMPROVEMENTS	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79240500	PROJECT LENGTH: .183MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF ORMOND BEACH	
SU	30,713
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	66
<b>TOTAL 440853 1</b>	<b>30,779</b>
<b>TOTAL 440853 1</b>	<b>30,779</b>

ITEM NUMBER:441133 1	PROJECT DESCRIPTION:I-95/SR 9 FROM S. OF DUNN AVENUE TO AIRPORT ROAD	*SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79002000	PROJECT LENGTH: 5.745MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	10,900,580
<b>TOTAL 441133 1</b>	<b>10,900,580</b>
<b>TOTAL 441133 1</b>	<b>10,900,580</b>

ITEM NUMBER:441389 1	PROJECT DESCRIPTION:AMELIA AVE FROM VOORHIS AVE TO OHIO AVE	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79000043	PROJECT LENGTH: .591MI	TYPE OF WORK:BIKE LANE/SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG	
HSP	1,000
<b>TOTAL 441389 1</b>	<b>1,000</b>
<b>TOTAL 441389 1</b>	<b>1,000</b>

ITEM NUMBER:441396 1	PROJECT DESCRIPTION:CR 4164 OSTEEN-MAYTOWN RD FROM E OF GOBBLERS LOGDE RD TO E I-95	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	
ROADWAY ID:79000017	PROJECT LENGTH: 11.654MI	TYPE OF WORK:PAVE SHOULDERS
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-41,598
<b>TOTAL 441396 1</b>	<b>-41,598</b>
<b>TOTAL 441396 1</b>	<b>-41,598</b>

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DATE RUN: 10/03/2022  
TIME RUN: 10.38.52  
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ITEM NUMBER:441414 1 PROJECT DESCRIPTION:SR 15A; 15/600 TO SR-15 FROM US 17/92 TO ADELLE AVE  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79160000 PROJECT LENGTH: .511MI

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	5,100
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	123,738
<b>TOTAL 441414 1</b>	<b>128,838</b>
<b>TOTAL 441414 1</b>	<b>128,838</b>

\*SIS\*  
TYPE OF WORK:SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

ITEM NUMBER:442499 1 PROJECT DESCRIPTION:SR 44 FROM AIRPORT RD TO E 3RD AVE.  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79070000 PROJECT LENGTH: 8.043MI

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-74
<b>TOTAL 442499 1</b>	<b>-74</b>
<b>TOTAL 442499 1</b>	<b>-74</b>

\*NON-SIS\*  
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

ITEM NUMBER:442522 1 PROJECT DESCRIPTION:SR 421 FROM SUMMER TREES RD TO SR 5 / A1A  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79230000 PROJECT LENGTH: 4.217MI

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-2,569
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT CM	-33,906
GFSL	-363,766
GFSU	-27,087
SA	-290,487
SU	-4,590
<b>TOTAL 442522 1</b>	<b>-722,405</b>
<b>TOTAL 442522 1</b>	<b>-722,405</b>

\*NON-SIS\*  
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

ITEM NUMBER:442932 1 PROJECT DESCRIPTION:SR 44 FROM SOUTHBOUND I-95 TO MEMORIAL MEDICAL PARKWAY  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79070000 PROJECT LENGTH: .255MI

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP	789,161
<b>TOTAL 442932 1</b>	<b>789,161</b>
<b>TOTAL 442932 1</b>	<b>789,161</b>

\*NON-SIS\*  
TYPE OF WORK:INTERCHANGE IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

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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	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17		-1,244
<b>TOTAL 443014 1</b>		<b>-1,244</b>
<b>TOTAL 443014 1</b>		<b>-1,244</b>

ITEM NUMBER:443236 1	PROJECT DESCRIPTION:DERBYSHIRE SIDEWALKS PHASE 1 - 3RD ST & VINE ST	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	TYPE OF WORK:SIDEWALK
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		5,663
<b>TOTAL 443236 1</b>		<b>5,663</b>
<b>TOTAL 443236 1</b>		<b>5,663</b>

ITEM NUMBER:443394 1	PROJECT DESCRIPTION:CAMPBELL MIDDLE SCHOOL & TURIE T. SMALL ELEMENTARY SCHOOL SRTS	*NON-SIS*
DISTRICT:05	COUNTY:VOLUSIA	TYPE OF WORK:SIDEWALK
ROADWAY ID:79000095	PROJECT LENGTH: .595MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF DAYTONA BEACH/PUB WORKS		
SR2T		166,177
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SR2T		5,000
<b>TOTAL 443394 1</b>		<b>171,177</b>
<b>TOTAL 443394 1</b>		<b>171,177</b>

ITEM NUMBER:443512 1	PROJECT DESCRIPTION:SR A1A 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	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		1,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		5,130
<b>TOTAL 443512 1</b>		<b>6,130</b>
<b>TOTAL 443512 1</b>		<b>6,130</b>

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

**HIGHWAYS**  
=====

DATE RUN: 10/03/2022  
TIME RUN: 10.38.52  
MBROBLTP

ITEM NUMBER:443545 1 PROJECT DESCRIPTION:GRAVES AVE FROM VETERANS MEMORIAL PKWY TO KENTUCKY AVE  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79580000 PROJECT LENGTH: .324MI

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG HSP	1,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	15,571
<b>TOTAL 443545 1</b>	<b>16,571</b>
<b>TOTAL 443545 1</b>	<b>16,571</b>

\*NON-SIS\*  
TYPE OF WORK:SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

ITEM NUMBER:443815 1 PROJECT DESCRIPTION:SR 40 FROM EAST OF RODEO RD TO BAYBERRY DR  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79100000 PROJECT LENGTH: 6.294MI

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHRE	-1,034,283
<b>TOTAL 443815 1</b>	<b>-1,034,283</b>
<b>TOTAL 443815 1</b>	<b>-1,034,283</b>

\*SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

ITEM NUMBER:445010 1 PROJECT DESCRIPTION:ELKCAM BLVD FROM SYLVIA DR TO FORT SMITH BLVD  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79000008 PROJECT LENGTH: 1.564MI

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DELTONA SU	898,337
<b>TOTAL 445010 1</b>	<b>898,337</b>
<b>TOTAL 445010 1</b>	<b>898,337</b>

\*NON-SIS\*  
TYPE OF WORK:PAVE SHOULDERS  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

ITEM NUMBER:445716 1 PROJECT DESCRIPTION:US 17 FROM SR 15A TO SOUTH OF SPRING ST  
DISTRICT:05 COUNTY:VOLUSIA  
ROADWAY ID:79050000 PROJECT LENGTH: 2.885MI

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	602,000
<b>TOTAL 445716 1</b>	<b>602,000</b>
<b>TOTAL 445716 1</b>	<b>602,000</b>

\*SIS\*  
TYPE OF WORK:SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

HIGHWAYS  
=====

ITEM NUMBER:446762 1	PROJECT DESCRIPTION:W WASHINGTON AVE AT RR CROSSING #621034J	*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	2022	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHH	63,218	
TOTAL 446762 1	63,218	
TOTAL 446762 1	63,218	

ITEM NUMBER:448381 1	PROJECT DESCRIPTION:LINCOLN AVE AT RR CROSSING #271920Y	*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	2022	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHH	4,159	
RHP	124,321	
TOTAL 448381 1	128,480	
TOTAL 448381 1	128,480	

ITEM NUMBER:448383 1	PROJECT DESCRIPTION:10TH STREET AT RR CROSSING #273056X	*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	2022	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHP	154,750	
TOTAL 448383 1	154,750	
TOTAL 448383 1	154,750	
TOTAL DIST: 05	30,372,931	
TOTAL HIGHWAYS	30,372,931	

PLANNING  
=====

ITEM NUMBER:439333 3  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:RIVER TO SEA TPO URBAN AREA FY 2020/2021-2021/2022 UPWP  
COUNTY:VOLUSIA  
PROJECT LENGTH: .000

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

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA TRANSPORTATION PLANNING	
PL	551,089
SU	-76,900
TOTAL 439333 3	474,189
TOTAL 439333 3	474,189

ITEM NUMBER:439333 4  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:RIVER TO SEA TPO URBAN AREA FY 2022/2023-2023/2024 UPWP  
COUNTY:VOLUSIA  
PROJECT LENGTH: .000

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

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA TRANSPORTATION PLANNING	
PL	575,593
SU	200,000
TOTAL 439333 4	775,593
TOTAL 439333 4	775,593
TOTAL DIST: 05	1,249,782
TOTAL PLANNING	1,249,782

TRANSIT  
=====

ITEM NUMBER:435249 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:VOLUSIA VOTRAN XU SET ASIDE  
COUNTY:VOLUSIA  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
SU	1,649,869
TOTAL 435249 1	1,649,869
TOTAL 435249 1	1,649,869
TOTAL DIST: 05	1,649,869
TOTAL TRANSIT	1,649,869

ITEM NUMBER:436473 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:LEHIGH TRAILHEAD  
COUNTY:FLAGLER  
PROJECT LENGTH: .000

TYPE OF WORK:BIKE PATH/TRAIL  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND  
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SU

TOTAL 436473 1	1,000
TOTAL 436473 1	1,000

ITEM NUMBER:438635 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION: GRAHAM SWAMP MULTI-USE TRAIL & PED BRIDGE, FROM LEHIGH TRAIL TO SR 100  
COUNTY: FLAGLER  
PROJECT LENGTH: .000

```

100                                     *NON-SIS*
  TYPE OF WORK:BIKE PATH/TRAIL
  LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND  
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
TALT

25,637

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FLAGLER COUNTY BOARD OF COUNTY  
GFSN  
TALL  
TALT

737,799  
14,990  
231,034

TOTAL 438635 1	1,009,460
TOTAL 438635 1	1,009,460

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MISCELLANEOUS  
=====

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	2022	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	-4,554	
TOTAL 442203 9	-4,554	
TOTAL 442203 9	-4,554	

ITEM NUMBER:442471 3	PROJECT DESCRIPTION:FIBER OPTIC DAMAGE - 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	2022	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	28,983	
TOTAL 442471 3	28,983	
TOTAL 442471 3	28,983	
TOTAL DIST: 05	1,034,889	
TOTAL MISCELLANEOUS	1,034,889	
GRAND TOTAL	34,307,471	

## **APPENDIX IV**

### **Transportation Performance Measures**

## **Appendix IV: Transportation Performance Measures**

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a time period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by Congress:

- 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.

Federal law requires FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which these agencies will cooperatively develop and share information related to transportation performance management and target setting

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

The first of FHWA's performance management rules establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

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

### **Statewide Safety Targets**

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2022, FDOT established statewide safety performance targets for calendar year 2023. The following table presents FDOT's statewide targets.

**Table: Statewide Highway Safety Performance Targets**

<b>Performance Measure</b>	<b>Calendar Year 2023 Statewide Target</b>
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT's target for zero traffic fatalities and quantified the policy set by Florida's Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

***"The mission of the Department of Transportation shall be to provide a safe statewide transportation system..."***

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the FHWA, the death or serious injury of any person is unacceptable. The Florida Transportation Plan (FTP), the state's long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state's highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

### **River to Sea TPO Safety Targets**

MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitative targets for the MPO planning area.

The River to Sea TPO, along with FDOT and other traffic safety partners, shares a high concern about the unacceptable number of traffic fatalities,

both statewide and nationally. As such, on February 22, 2023 (Resolution 2023-04), the River to Sea TPO agreed to support FDOT's statewide safety performance targets for calendar year 2023, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

### ***FDOT Safety Planning and Programming***

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. 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.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated "Safe System" approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida's safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micromobility, and connected and automated vehicles.

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2022 HSIP Annual Report, FDOT reported 2023 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions, it will take to meet targets in the future.

On April 21, 2022, FHWA reported the results of its 2020 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2020 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2022 and is available at [HSIP - Implementation Plan](#).

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs – the HSIP Implementation Plan also documents how additional FDOT, and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2022 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.
- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.

Florida conducts extensive safety data analysis to understand the state's traffic safety challenges and identify and implement successful safety solutions. Florida's transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. [FDOT's HSIP Guidelines](#) provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$189 million in HSIP funds for use during the 2021 state fiscal year from July 1, 2021 through June 30, 2022, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$159.7 million in infrastructure investments on state-maintained roadways and \$22.1 million in infrastructure investments on local roadways. The remaining \$7.2 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the [HSIP 2021 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding will be distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices, after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

#### ***River to Sea TPO Safety Planning and Programming***

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.

### ***Safety Investments in the TIP***

This TIP includes specific investment priorities that support all of the TPO's goals including safety, using a prioritization and project selection process established in the LRTP. 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 program of projects identified through this process are anticipated to contribute toward achievement of the safety targets. The safety infrastructure investments are targeted at specific opportunities to improve safety. Examples of such projects in the River to Sea TPO's TIP include:

- Adding turn lanes at intersections
- Signing and pavement markings
- Traffic signal and pedestrian crossing time improvements
- Additional roadway lighting along roadways and at intersections
- Filling gaps in sidewalks, especially in the vicinity of schools and transit facilities

These projects, as well as other safety-related projects are included in Section IV - Traffic Operations, ITS & Safety Projects and Section VII – Bicycle, Pedestrian & Enhancement Projects. In addition to the specific safety programs included in the TIP, other programs also consider safety as a key factor. Safety impacts are considered in the evaluation of proposed preservation, capacity, and operations projects, including projects on Florida's Strategic Intermodal System as well as regionally significant facilities identified in Connect 2045. All projects in this TIP inherently support progress toward achieving the safety performance targets, through their adherence to the MPOs policies, programs, and standards related to safety.

Because safety is inherent in so many FDOT and River to Sea TPO programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the program of projects in this TIP is anticipated to support progress towards achieving the

safety targets.

### **Pavement & Bridge Condition Measures (PM-2)**

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of NHS bridges (by deck area) classified as in good condition;
2. Percent of NHS bridges (by deck area) classified as in poor condition;
3. Percent of Interstate pavements in good condition;
4. Percent of Interstate pavements in poor condition;
5. Percent of non-Interstate National Highway System (NHS) pavements in good condition; and
6. Percent of non-Interstate NHS pavements in poor condition;

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

### ***Statewide Pavement & Bridge Condition Targets***

Federal rules require state DOTs to establish two-year and four-year targets for the bridge and pavement condition measures. On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets. The two-year targets represent bridge and pavement condition at the end of calendar year 2023, while the four-year targets represent condition at the end of 2025. The table below presents the statewide targets.

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

<b>Performance Measure</b>	<b>2023 Statewide Target</b>	<b>2025 Statewide Target</b>
Percent of NHS bridges (by deck area) in good condition	50.0%	50.0%
Percent of NHS bridges (by deck area) in poor condition	10.0%	10.0%
Percent of Interstate pavements in good condition	60.0%	60.0%
Percent of Interstate pavements in poor condition	5.0%	5.0%
Percent of non-Interstate pavements in good condition	40.0%	40.0%
Percent of non-Interstate pavements in poor condition	5.0%	5.0%

For comparative purposes, the baseline (2021) conditions are as follows:

- 61.3 percent of NHS bridges (by deck area) is in good condition and 0.5 percent is in poor condition.
- 70.5 percent of the Interstate pavement is in good condition and 0.7 percent is in poor condition; and
- 47.5 percent of the non-Interstate NHS pavement is in good condition and 1.1 percent is in poor condition.

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's bridges and pavement to specific state-defined 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 state statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, FDOT develops 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's targets for asset condition and performance of the NHS. FDOT's first TAMP was approved on June 28, 2019. The TAMP has since been updated in 2022 and is waiting final approval from FHWA.

Further, the federal pavement condition measures require a methodology that is different from the methods historically used by FDOT. For bridge condition, the performance is measured in deck area under the federal measure, while 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. For pavement

condition, the methodology uses different ratings and pavement segment lengths, and FDOT only has one year of data available for non-Interstate NHS pavement using the federal methodology.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2021 exceeded the established targets. Based on anticipated funding levels, FDOT believes the previous targets are still appropriate for 2023 and 2025.

In early 2021, FHWA determined that FDOT made significant progress toward the 2019 targets; FHWA's assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

#### ***River to Sea TPO Pavement & Bridge Condition Targets***

MPOs must set four-year targets for the six bridge and pavement condition measures within 180 days of when FDOT established targets. 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 for one or more measures.

On May 24, 2023 (Resolution 2023-09), the River to Sea TPO agreed to support FDOT's statewide bridge and pavement 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.

#### ***Pavement & Bridge Condition Investments in the TIP***

The River to Sea TPO TIP reflects investment priorities established in the Connect 2045 LRTP. The focus of River to Sea TPO's investments in bridge and pavement condition include bridge replacement or reconstruction, system resiliency projects, pavement replacement or reconstruction, and new lanes or widenings, including resurfacing existing lanes. For more information on these programs and projects, see Section III – Bridge Projects and Section V – Maintenance Projects of the TIP.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the TPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

#### **System Performance, Freight & Congestion Mitigation & Air Quality Improvement Program Measures (PM-3)**

FHWA's System Performance/Freight/CMAQ Performance Measures Final 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 traveled on the Interstate system that are reliable
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable;

**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<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ funded projects.

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. A description of the first three measures is below.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.

The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses how reliable the Interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

***Statewide System Performance & Freight Targets***

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established statewide performance targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets. The two-year targets represent performance at the end of calendar year 2023, while the four-year targets represent performance at the end of 2025. Table 5.1 presents the statewide targets.

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

Performance Measure	2023	2025
	Statewide Target	Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	75.0%	70.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	50.0%	50.0%
Truck travel time reliability (Interstate)	1.75	2.00

For comparative purposes, baseline (2021) statewide conditions are as follows:

- 87.5 percent of person-miles traveled on the Interstate are reliable;
- 92.9 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.38 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), and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Performance for all three measures improved from 2017 to 2021, with some disruption in the trend during the global pandemic in 2020. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. FHWA's assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

The methodologies for the PM3 measures are still relatively new, and the travel time data source has changed since the measures were first introduced. As a result, FDOT only has three years (2017-2019) of pre-pandemic travel reliability trend data as a basis for future forecasts. Based on the current data, Florida's performance continues to exceed the previous targets. Given the uncertainty in future travel behavior, FDOT believes the previous targets are still appropriate for 2023 and 2025.

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 SIS Policy Plan was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. 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 identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In May 2020, 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.

#### ***River to Sea TPO System Performance & Freight Targets***

MPOs must establish four-year targets for all three performance 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 for one or more measures.

On May 24, 2023 (Resolution 2023-09), the River to Sea TPO agreed to support FDOT's statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

#### ***System Performance & Freight Investments in the TIP***

The River to Sea TPO's TIP reflects 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. For more information on these programs and projects, see Section II – Roadway Capacity Projects and Section VIII – Port, Rail & Freight Projects of the TIP.

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.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

#### **Transit Asset Performance Measures**

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term "state of good repair," require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. The following table identifies the TAM performance measures.

**Table: FTA TAM Performance Measures**

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

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as

geography, service frequency, etc.

Public transportation providers are required to establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM regulation 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 in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM 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 for the entire group in coordination with a group plan sponsor, typically a state DOT.

#### ***FDOT Group TAM Plan Participants***

A total of 18 public transportation providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD). Flagler County Public Transportation was one of these 18 providers that participated in the Group TAM Plan. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2022 were submitted to NTD in July 2022.

#### ***Transit Asset Management 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 MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs can either agree to support the TAM targets, or set their own separate regional TAM targets for the MPOs 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.

### ***Transit Provider Targets***

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: Flagler County Public Transit – Bus Service**

Asset Category Performance Measure	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target
<b>Rolling Stock</b>						
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%
<b>Equipment</b>						
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	100%	100%	100%	100%	100%
<b>Facilities</b>						
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: Votran – Bus Service**

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

Asset Category Performance Measure	Asset Class	Useful Life Benchmark	Asset Condition	2023 Target
<b>Rolling Stock</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Locomotives	43 years	23 years	0%
	Coach Cars	39 years	3 years	0%
	Cab Cars	39 years	3 years	0%
<b>Equipment*</b>				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	n/a	n/a	n/a
	Trucks & Other Rubber Tire Vehicles	n/a	n/a	n/a
<b>Facility</b>				
% 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%
<b>Infrastructure</b>				
Percent of track segments with performance restrictions	Commuter Rail	n/a	n/a	3%

***Transit Asset Management Investments in the TIP***

The River to Sea TPO FY 2023/24 to FY 2027/28 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 updated their TDP in September of 2022. 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.

Investment decisions for asset replacement in the FDOT Group TAM Plan inventory are made with the goal to maintain or improve the percentage of vehicles, equipment, and facilities in an adequate or better condition. FDOT and its subrecipient transit providers will monitor all assets for unsafe conditions. Identifying an opportunity to improve the safety of an asset, however, does not necessarily indicate an unsafe condition. If an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment priority to the extent practicable. The subrecipients prioritize the rehabilitation and replacement of vehicles that provide transit service over non-revenue vehicles and facilities.

#### **Transit Safety Performance**

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply 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 PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations 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 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida’s transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.<sup>1</sup>

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs). When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the River to Sea TPO must reflect those targets in LRTP and TIP updates.

The following public transportation provider(s) operate in the River to Sea TPO planning area: Flagler County Public Transportation and Votran. Of these, Votran is responsible for developing a PTASP and establishing transit safety performance targets annually. The following transit safety targets were established by Votran on January 5, 2023 and supported by the River to Sea TPO:

**Table: 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	2,896,262	0	0	22	.75	27	.93	480	16.57
Demand Response	1,486,707	0	0	2	.13	2	.13	70	4.70
Total	4,382,969	0	0	24	.54	29	.66	550	12.54

<sup>1</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

***Transit Safety Investments in the TIP***

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.

## **APPENDIX V**

### **Florida TPM Consensus Planning Agreement**



## Transportation Performance Measures Consensus Planning Document

### Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."
- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

Section 339.175(11), Florida Statutes creates the MPOAC to "Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law" and to "Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes." The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

## Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

### 1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.<sup>12</sup> FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

### 2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

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<sup>1</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

<sup>2</sup> If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
  - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
  - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either<sup>3</sup>:
  - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
  - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

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<sup>3</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
  - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
  - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

### 3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
  - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
  - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
  - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
  - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
  - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
  - c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
  - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
  - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

*For more information, contact:*

*Alison Stettner, Director, Office of Policy Planning, Florida Department of Transportation, 850-414-4800, [alison.stettner@dot.state.fl.us](mailto:alison.stettner@dot.state.fl.us)*

*Mark Reichert, Executive Director, MPOAC, 850-414-4062, [mark.reichert@dot.state.fl.us](mailto:mark.reichert@dot.state.fl.us)*

## **APPENDIX VI**

### **Resolution 2023-12**

**Adopting the FY 2023/24 to FY 2027/28 Transportation Improvement Program (TIP)**

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2023-12**

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION  
ADOPTING THE FY 2023/24 TO FY 2027/28  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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**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 Connect 2045 Long Range Transportation Plan and all other projects contained within the Transportation Improvement Program are consistent with the River to Sea TPO's Connect 2045 Long Range Transportation Plan.

**NOW, THEREFORE, BE IT RESOLVED**, by the River to Sea TPO that the:

1. FY 2023/24 to FY 2027/28 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 2023/24 to FY 2027/28 TIP shall be initiated within the urbanized area; and
3. The Chairperson of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the FY 2023/24 to FY 2027/28 TIP to the:
  - a. Florida Department of Transportation;

- b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
- c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation);
- d. Federal Aviation Administration (FAA); and 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 **28th** day of **June 2023**.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**



**DELAND MAYOR CHRISTOPHER M CLOUDMAN**  
**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 28, 2023**.

**ATTEST:**



**DONNA KING, RECORDING SECRETARY**  
**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

## **APPENDIX VII**

### **Summary of Review Comments**

Comments on the Draft Transportation Improvement Program (TIP) Fiscal Years 2023/2024 to Fiscal Years 2027/2028 were received from the Florida Department of Transportation (FDOT). The following lists the comments received and the action taken by the River to Sea Transportation Planning Organization (TPO) to address each comment.

#### FDOT Comments

Comment: Critical: Please add TPO address to the cover page.

TPO Action: The TPO address was added to the cover page.

Comment: Enhancement: Page numbers in Table of Contents are not consistent between page # of the document and page # of the pdf. Please correct in final document.

TPO Action: The Title page and Introductory pages are not part of the document numbering, we have revised the numbering format in the .pdf to include numbering by section.

Comment: Critical: Place holder for endorsement is not readily found. Please be sure to add to final document.

TPO Action: The Draft Resolution adopting the final TIP was included in Appendix VI on pages 164 - 166 of the Draft TIP. The executed Resolution adopting the TIP will be added to to final document following TPO Board action on June 28, 2023.

# REVISION LOG

<b>Revision Date</b>	<b>Type of Revision</b>	<b>Resolution</b>	<b>Description</b>
6/28/2023	Adoption	2023-12	TPO Board adoption of FY 2023/24 to FY 2027/28 Transportation Improvement Program.

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