

2024 Meeting Schedule of the River to Sea TPO Board and Committees

	River to Sea TPO Board	Executive Committee	Technical Coordinating Committee (TCC)	Citizens Advisory Committee (CAC)	Bicycle/Pedestrian Advisory Committee (BPAC)	Trans. Disadvantaged Local Coordinating Board (TDLCB)
2024	4 th Wed. @9:00 a.m.	1 st Wed. @ 9:00 a.m.	3 rd Tues. @ 3:00 p.m.	3 rd Tues. @ 1:15 p.m.	2 nd Wed. @ 2:00 p.m.	2 nd Wed. the first month of every quarter @ 10:00 a.m.*
January	January 24, 2024	January 3, 2024	January 16, 2024	January 16, 2024	January 10, 2024	January 10, 2024
February	February 28, 2024	February 7, 2024	February 20, 2024	February 20, 2024	February 14, 2024	
March	March 27, 2024	March 6, 2024	March 19, 2024	March 19, 2024	March 13, 2024	
April	April 24, 2024	April 3, 2024	April 16, 2024	April 16, 2024	April 10, 2024	April 10, 2024
May	May 22, 2024	May 1, 2024	May 21, 2024	May 21, 2024	May 8, 2024	
June	June 26, 2024	June 5, 2024	June 18, 2024	June 18, 2024	June 12, 2024	
July	**	**	**	**	**	July 10, 2024
August	August 28, 2024	August 7, 2024	August 20, 2024	August 20, 2024	August 14, 2024	
September	September 25, 2024	September 4, 2024	September 17, 2024	September 17, 2024	September 11, 2024	
October	October 23, 2024	October 2, 2024	October 15, 2024	October 15, 2024	October 9, 2024	October 9, 2024
November	November 27, 2024	November 6, 2024	November 19, 2024	November 19, 2024	November 13, 2024	
December	**	**	**	**	**	

* TDLCB Meetings are held at Votran

**Meetings of the TPO Board and Advisory Committees are not held during the months of July and December

Typical Schedule of Annual Products

February

Release of Timeline for Annual Priority Project Lists

Appointments to Transportation Disadvantaged Local Coordinating Board

March

Review of Draft Unified Planning Work Program (UPWP) (every other year)

Endorsement of Draft Unified Planning Work Program (UPWP) for FDOT Review and Official Public Review Period

April

Public Hearing on Draft Unified Planning Work Program (UPWP)

Approval of Resolution Adopting the UPWP

Approval of a Resolution for the De-Obligation of Funds

May

Approval of TPO Budget

Endorsement of Transportation Improvement Program (TIP) for FDOT Review and Official Public Review Period

Appointment of Nominating Committee

June

Review draft Priority Project Lists

Public Hearing on Transportation Improvement Program (TIP)

Approval of Transportation Improvement Program (Transportation Improvement Program)

Election of Chairman and Vice-Chairman

August

Approval of Priority Project Lists

Approval of Transportation Disadvantaged Planning Grant

September

Approval of Resolution amending the Transportation Improvement Program (TIP) (roll forward amendment)

October

Review of Legislative Issues

November

Approval of Legislative Issues



River to Sea TPO Telephone Extensions

386.226.0422

TPO Staff

Extension

Colleen Nicoulin, Interim Executive Director	20417
Mariel Lemke – Temporary Accounting Position	20423
Stephan Harris, Transportation Projects Manager	20428
Pamela Blankenship, Community Outreach Coordinator	20416
Donna King, Administrative Assistant	20425

Beverly Beach
Bunnell
Daytona Beach
Daytona Beach Shores

DeBary
DeLand
Deltona
Edgewater

Flagler Beach
Flagler County
Holly Hill
Lake Helen

New Smyrna Beach
Oak Hill
Orange City
Ormond Beach

Palm Coast
Pierson
Ponce Inlet
Port Orange

South Daytona
Volusia County

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

PREAMBLE

The River to Sea Transportation Planning Organization (TPO) requires the involvement of policy makers, technical staff and citizens to address various facets of the transportation planning process. The following document sets forth the bylaws, policies and procedures that shall serve to guide the proper functioning of the urban transportation planning process for the River to Sea TPO (formerly known as the Volusia TPO) which is the designated Metropolitan Planning Organization for all of Volusia County and a portion of Flagler County. These provisions govern the TPO Board and standing committees to fulfill requirements of the Federal Highway Act of 1962, as amended, and subsequent laws setting forth requirements for transportation planning for all modes of travel and to ensure the accomplishment of the planning activities within a cooperative framework that is both comprehensive and continuous.

Contents

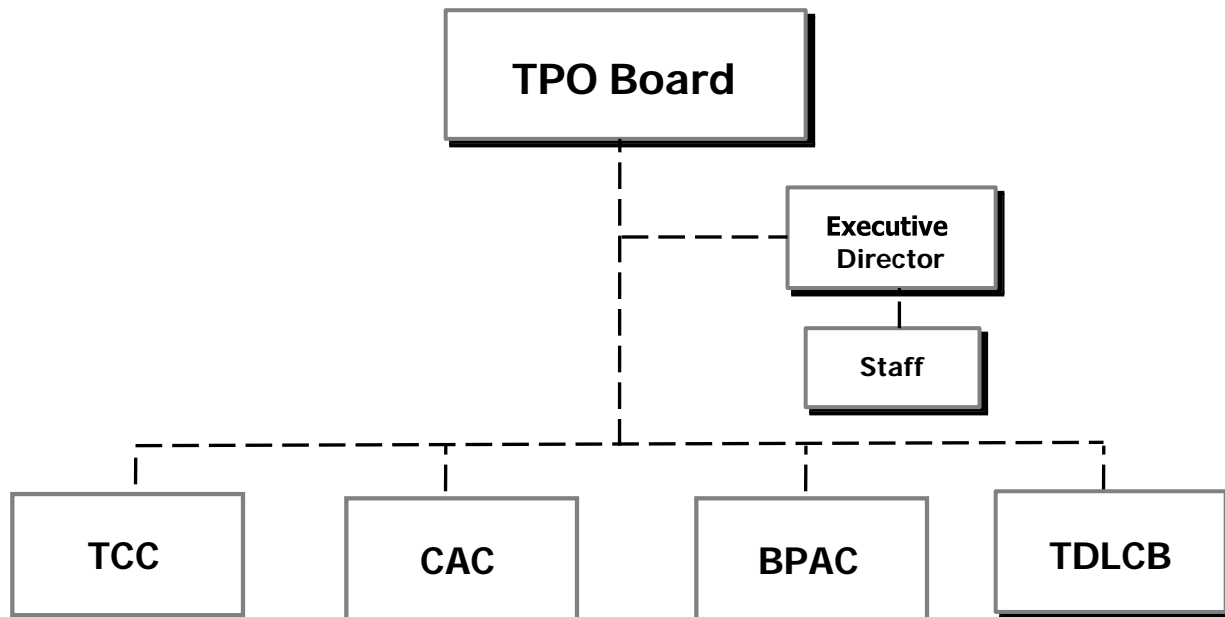
SECTION 1.0:	THE ORGANIZATION	3
SECTION 1.1:	ORGANIZATIONAL STRUCTURE AND MANAGEMENT	3
SECTION 2.0:	TPO BOARD.....	5
SECTION 2.1:	MEMBERSHIP APPOINTMENT, QUALIFICATION AND TERMS OF OFFICE	5
SECTION 2.2:	OFFICERS AND DUTIES.....	7
SECTION 2.3:	MEETINGS.....	8
SECTION 2.4:	RESPONSIBILITIES AND FUNCTIONS OF THE TPO	9
SECTION 2.5:	STANDING COMMITTEES.....	10
SECTION 2.6:	SUBCOMMITTEES	11
SECTION 3.0:	GENERAL POLICIES OF THE TPO.....	13
SECTION 3.1:	ATTENDANCE AT AND PARTICIPATION IN A MEETING BY MEMBERS WITH AN “EXTRAORDINARY CIRCUMSTANCE” CAUSING THE INABILITY TO PHYSICALLY ATTEND THE MEETING.....	13
SECTION 3.2:	VIRTUAL MEETINGS WITHOUT A QUORUM BEING PHYSICALLY PRESET AT THE MEETING LOCATION.....	13
SECTION 3.3:	EMERGENCY APPROVALS.....	14
SECTION 4.0:	TPO EXECUTIVE DIRECTOR AND AGENCY STAFF	16
SECTION 5.0:	TECHNICAL COORDINATING COMMITTEE (TCC).....	17
SECTION 5.1:	MEMBERSHIP APPOINTMENT, QUALIFICATION AND TERMS OF OFFICE	17
SECTION 5.2:	OFFICERS AND DUTIES.....	18
SECTION 5.3:	MEETINGS.....	18
SECTION 5.4:	RESPONSIBILITIES AND FUNCTIONS OF THE TCC.....	19
SECTION 5.5:	SUBCOMMITTEES	20
SECTION 6.0:	CITIZENS ADVISORY COMMITTEE (CAC)	21
SECTION 6.1:	MEMBER APPOINTMENT, QUALIFICATION AND TERMS OF OFFICE	21
SECTION 6.2:	OFFICERS AND DUTIES.....	22
SECTION 6.3:	MEETINGS.....	22
SECTION 6.4:	RESPONSIBILITIES AND FUNCTIONS OF THE CAC	23
SECTION 6.5:	SUBCOMMITTEES	24
SECTION 7.0:	BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC).....	25
SECTION 7.1:	MEMBERSHIP APPOINTMENT, QUALIFICATION AND TERMS OF OFFICE	25
SECTION 7.2:	OFFICERS AND DUTIES.....	23
SECTION 7.3:	MEETINGS.....	26
SECTION 7.4:	RESPONSIBILITIES AND FUNCTIONS OF THE BPAC	27
SECTION 7.5:	SUBCOMMITTEES	28

SECTION 1.0: THE ORGANIZATION

The River to Sea TPO (hereafter referred to as the TPO) is created under the provisions of 23 U.S.C. Section 134 and designated by the Governor of Florida, under Section 339.175 of the Florida Statutes, to develop transportation plans and programs for the designated Metropolitan Planning Area (MPA). The current MPA includes all of Volusia County and the developed areas of eastern Flagler County, including Flagler and Beverly Beaches and portions of the cities of Bunnell and Palm Coast. The membership of the TPO, as outlined in Section 339.175 F.S., is determined by agreement between the Governor and the units of general purpose local governments within the MPA. Membership is intended to ensure equitable representation of the populations served by the organization as well as input by major transportation service providers such as airports and mass transit. Various agencies are also represented including the Florida Department of Transportation (FDOT). Members of the TPO operate through the establishment of interlocal agreements.

SECTION 1.1: ORGANIZATIONAL STRUCTURE AND MANAGEMENT

The River to Sea TPO is comprised of a policy-setting board, a Technical Coordinating Committee (TCC), a Citizens Advisory Committee (CAC), a Bicycle and Pedestrian Advisory Committee (BPAC) and a Transportation Disadvantaged Local Coordinating Board (TDLCB). Participation on these committees is generally voluntary. The TPO is supported by a small staff of planning professionals led by an Executive Director. The overall organizational structure is outlined below.



River to Sea Transportation Planning Organization (R2CTPO) Bylaws

The following is a general outline of the role of each:

TPO Board

This is the policy body of the organization, composed of the elected officials of the general purpose local government entities and appointed officials of the providers of transportation in the designated metropolitan planning area.

Technical Coordinating Committee (TCC)

Each unit of local government appoints a person from their respective organization to assist in the decision-making process. Members are appointed based on the experience and technical ability needed to carry out the transportation planning activities of the TPO. TCC members work with TPO staff to develop and review plans and documents and act in an advisory capacity, making recommendations to the TPO Board.

Citizens Advisory Committee (CAC)

A citizen representative is appointed by each TPO Board member from their respective jurisdiction to assist in the decision-making process. Members are not required to have a background in transportation but rather are appointed to represent the general citizenry and provide input to the transportation planning activities of the TPO. CAC members work with TPO staff to develop and review plans and documents and act in an advisory capacity, making recommendations to the TPO Board.

Bicycle and Pedestrian Advisory Committee (BPAC)

Members of the BPAC are appointed by each board member from their respective jurisdiction to assist in the decision-making process for matters pertaining to bicycle and pedestrian planning and safety. Members are not required to have a background in transportation but rather are appointed to represent the general citizenry and provide input to the transportation planning activities of the TPO. BPAC members work with TPO staff to develop and review plans and documents and act in an advisory capacity, making recommendations to the TPO Board.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

The voting membership of the TDLCB is established by Florida Statute to ensure representation of agencies serving transportation-disadvantaged populations. Appointments are approved by the TPO Board. The TDLCB identifies local service needs and provides information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation-disadvantaged.

TPO Staff

TPO staff provide planning and administrative support to the TPO Board and committees. The TPO staff consists of an executive director, a group of transportation planning professionals, a financial officer and administrative personnel. The staff coordinates meetings and planning activities, prepares planning documents and materials, conducts public outreach and provides for the general functions of the organization in compliance with state and federal laws.

SECTION 2.0: TPO BOARD

SECTION 2.1: MEMBERSHIP APPOINTMENT, QUALIFICATION AND TERMS OF OFFICE

- A. The voting members of the TPO Board shall be elected officials that serve at the pleasure and discretion of the member local governments. Membership shall terminate upon the member leaving his/her elective or appointive office for any reason or by a majority vote of the total membership of the county or city governing body represented by the member. Vacancies shall be filled by the original appointing body.
- B. A qualified member of the TPO Board may designate in writing to the chairperson of the TPO an alternate who may exercise full membership powers in the absence of the TPO member. Said alternate must be a locally elected official capable of representing the interests of the unit of government represented by the absent member of the TPO, and may be appointed to serve for only that meeting for which he or she is designated, or for a longer duration, but not to exceed the term of the appointed member.
- C. Non-voting members of the TPO include a representative from the Volusia County School Board, the Flagler County School Board, the Chairperson of the Technical Coordinating Committee, the Chairperson of the Citizens Advisory Committee and the Chairperson of the Bicycle and Pedestrian Advisory Committee. Non-voting members may not be a TPO officer or member of the TPO Executive Committee. Non-voting members may serve on TPO subcommittees as appointed by the TPO Chairperson and will cast votes for recommendations regardless of voting rotation on the full board.
- D. The FDOT District 5 Secretary, or his/her designee, shall serve as a non-voting advisor to the TPO Board.
- E. The following narrative describes the methodology used to determine the voting structure for the TPO:
 - 1. There shall be nineteen (19) voting members on the TPO Board. This is the maximum number of voting members currently allowed under Section 339.175 of the Florida Statutes. The voting members of the TPO Board are:

County Representation

County representation includes six (6) seats with a weighted vote equal to 1/3 of the full board. These seats are distributed as follows:

Volusia County	5
<u>Flagler County</u>	<u>1</u>
Total Seats	6

Municipal Representation

The twelve (12) largest cities by population will be provided one voting seat and each seat will carry a weighted vote equal to the proportion of the population contained within their respective municipality and within the MPA.

Large Cities (in order of population size):

<u>City</u>	<u># Seats</u>
Deltona	1
Palm Coast	1
Daytona Beach	1
Port Orange	1
Ormond Beach	1
DeLand	1
New Smyrna Beach	1
Edgewater	1
DeBary	1
South Daytona	1
Holly Hill	1
<u>Orange City</u>	<u>1</u>
Total Seats	12

The remaining small cities included in the planning area will be grouped together and provided with one voting seat that will be weighted based on the cumulative population of the small cities.

Small City Alliance (in order of population size):

<u>City</u>	
Flagler Beach	
Daytona Beach Shores	
Ponce Inlet	
Lake Helen	
Bunnell	
Oak Hill	
Pierson	
<u>Beverly Beach</u>	
Total Seats	1

2. The vote of each member shall be weighted in the following manner:
 - 33.3% of the total vote shall be allocated among the six (6) county representatives and weighted based on population served
 - 66.7% of the total vote shall be divided among the twelve (12) large cities and the Small City Alliance and weighted based on population served
3. Population percentages shall be determined initially using the decennial census figures and updated every five (5) years using population estimates from the University of Florida's Bureau of Economic and Business Research (BEBR). A member may request an update during the interim period if major changes are documented (i.e. annexation)

4. With respect to the Small City Alliance, the following policies shall apply:
- Only one representative of the group will be permitted to vote at the TPO Board meeting.
 - Voting representation will rotate on a semi-annual basis (to occur in October and April) in the order outlined in Section 2.1 E-1. To ensure continuous representation, a voting member may continue to serve until a replacement has been appointed.
 - A member, or member city, may choose to waive their turn in the rotation by submitting notice in writing to the Chairperson of the TPO.
 - Each of the jurisdictions will appoint a representative who may participate in board meetings as a non-voting member.
 - If the voting city representative of one group is absent from the meeting, then the city representative from the next city in line who is participating in the meeting at the meeting shall be provided a vote on behalf of the group. If that member is not participating in the meeting, then the vote will be assigned to the next member in the rotation.
 - Small City Alliance members may participate fully in subcommittees of the TPO Board regardless of voting status and each will be able to appoint member representatives to the TCC, CAC and BPAC.
 - Small City Alliance members may be appointed to a position as an officer of the TPO Board. They will serve in the full capacity of the position; however, the voting rotation will remain in effect.
 - If the Small City Alliance would like to hold coordination meetings to review and discuss the TPO agendas prior to the monthly TPO Board meetings, the TPO staff shall make all appropriate arrangements to ensure that these meetings are held, including providing proper notice of said meetings to the press and public.

SECTION 2.2: OFFICERS AND DUTIES

- A. The Chairperson shall have the authority to appoint members to committees and subcommittees of the TPO Board and for the appointment of representation on the MPO Advisory Council (one member and one alternate) and the Central Florida MPO Alliance (three members and one alternate) except where the membership of said committees is specifically delineated in these Bylaws.

- B. The Chairperson shall appoint a minimum of five (5) TPO Board members to a nominating committee in April of each year for the purpose recommending to the TPO Board a slate of officers to include the Chair, 1st Vice Chair/Treasurer and 2nd Vice Chair/Secretary. Nominations for these positions shall be presented by the committee at the May board meeting for confirmation by the board members. The Chairperson will make all reasonable efforts to appoint members to the Nominating Committee that represent the diverse interests of the board, including the varying sizes and geographical locations of the local governments represented.
- C. Officers shall be elected by a majority of the members participating at the organizational meeting and shall serve a term of one year, starting in July of each year.
- D. The Chairperson shall preside at all meetings and in the event of his/her absence or at his/her direction, the 1st Vice Chair/Treasurer shall assume the powers and duties of the chairperson. In the event that neither the Chair, nor the 1st Vice Chair is participating, then the 2nd Vice Chair will preside over the meeting. If the 2nd Vice Chair is not participating at the meeting, then the immediate past Chair will preside over the meeting.
- E. The 1st Vice Chair/Treasurer shall be the Chairperson of the TPO's Budget Committee and shall be responsible for reviewing and recommending the upcoming fiscal year budget, commenting on the annual audit and for making periodic reports on the current status of the TPO's operating budget.
- F. The 2nd Vice Chair/Secretary shall be the Chairperson of the TPO's Bylaws Subcommittee.

SECTION 2.3: MEETINGS

- A. Monthly meetings of the TPO shall be held on a regularly scheduled day, time and place as approved by the River to Sea TPO Board. Regular meeting dates and times may be changed by action of the TPO Board to accommodate desirable changes due to holidays and/or other reasons.
- B. Members desiring items to be placed on the agendas must present those items to the TPO staff by the Thursday prior to the regularly scheduled Executive Committee meeting. This will ensure that those items have been thoroughly discussed and approved by this committee prior to being placed on the TPO Board agenda. If there are items to go in the agenda packet for informational purposes only, members may provide staff with the appropriate number of copies on, or before, the Thursday before the Executive Committee meeting.
- C. Special and/or emergency meetings may be called by the Chairperson or by written request of two or more members delivered to an officer. At least two (2) business days notice must be provided to the members, alternates and the public for special meetings.
- D. A minimum of ten (10) voting members on the TPO Board must be participating to constitute a quorum for the transaction of business. Unless the physical presence of a quorum at the meeting location is not required as set forth in Section 3.2 of these Bylaws, a quorum is required to be physically present at the meeting location. See Section 3.1 of these Bylaws. Generally, as discussed in Section 3.1 Once a quorum has been determined, items on the agenda may be voted on. The action of a majority of the members

participating during the time of a vote, based on the weighted vote outlined in Section 2.1 E. of these bylaws, shall be considered an act of the TPO Board. If, at any point during the meeting attendance drops to less than ten (10) voting members, no further actions will be taken by the board; however, presentations and other business may continue.

- E. The 2nd Vice Chair/Secretary will monitor the completion of meeting minutes, notices and agendas for future meetings and will address concerns with the Executive Director as needed. The Executive Director shall furnish a Recording Secretary for all TPO meetings. The director will be responsible for the preparation, duplication and distribution of all supporting materials necessary for TPO meetings.
- F. Notices and tentative agendas shall be sent to members and alternates at least five (5) working days prior to the regular meeting dates.
- G. Requests for agenda changes must be received by the Chairperson at least three (3) working days prior to the regular meetings or one (1) working day prior to special meetings.
- H. Meetings will be open to the public and press and time will be allocated for public comment. Public comment will generally be limited to three (3) minutes and may be expanded at the discretion of the Chairperson.
- I. All items approved by the TPO that will affect the Bylaws shall be automatically included within the Bylaws.
- J. If the Bylaws do not address a particular issue that comes before the board, and if the statute that the TPO is operating under does not cover said item, then *Robert's Rules of Order* shall take precedence.

SECTION 2.4: RESPONSIBILITIES AND FUNCTIONS OF THE TPO

- A. The TPO is charged with the overall responsibility for preparation, approval and implementation of the urban transportation planning and programming process for the Metropolitan Planning Area served by the TPO and all plans and programs that are developed through the process including:
 - 1. Develop goals and objectives and approve the strategic direction for the transportation planning process
 - 2. Review and adopt changes in transportation planning concepts
 - 3. Review and approve the Unified Planning Work Program (UPWP)
 - 4. Review and adopt the Transportation Improvement Program (TIP) including project priorities
 - 5. Review and adopt the Long Range Transportation Plan (LRTP) and its revisions
 - 6. Ensure the efficient and effective use of the Federal Highway Administration (FHWA) Section 112 and the Federal Transit Administration (FTA) Section 5305 planning funds
 - 7. Serve as liaison representatives between various governmental units in the study area

- to obtain optimum cooperation of all governmental units in implementing various elements of the plan
8. Ensure citizen participation in the transportation planning process through a proactive policy that includes approval of a public participation plan
 9. Hire, terminate, evaluate the performance of, and set direction for the Executive Director
 10. Review and approve the annual operating budget for the organization and approve the personnel policies and procedures established in the River to Sea TPO Employee Handbook

SECTION 2.5: STANDING COMMITTEES

- A. The TPO shall have the following five (5) standing committees: the Executive Committee, the Technical Coordinating Committee (TCC), the Citizens Advisory Committee (CAC), the Bicycle and Pedestrian Advisory Committee (BPAC) and the Transportation Disadvantaged Local Coordinating Board (TDLCB). These committees shall each meet on a regular basis and perform the functions identified below.

- 1. Executive Committee:** An Executive Committee consisting of the Chairperson, immediate Past Chairperson, 1st Vice Chairperson/Treasurer, 2nd Vice Chairperson/Secretary and three (3) TPO Board members appointed by the TPO Chairperson to serve a one-year term, is hereby created and empowered to meet separately to establish the TPO Board agenda. Unless the physical presence of a quorum at the meeting location is not required as set forth in Section 3.2 of these Bylaws, a quorum is required to be physically present at the meeting location. See Section 3.1 of these Bylaws. The Chairperson will make all reasonable efforts to appoint members to the Executive Committee who represent the diverse interests of the board including the varying sizes and geographical locations of local governments represented. The Executive Committee shall also have limited budget authority to move funds from task to task within the adopted Unified Planning Work Program and adopted budget, and to authorize the execution of contracts for services delineated within the adopted UPWP and/or items approved within the adopted budget. In addition, the Executive Committee shall have the authority to take ministerial or administrative actions on behalf of the TPO in the ordinary course of business of the TPO. The Executive Committee shall meet no less than ten (10) times per calendar year (meetings will not be scheduled for the months of July and December unless a special meeting is called). For those months in which an Executive Committee meeting is scheduled, at the beginning of each year, the newly appointed committee shall set the date and time it will meet for that year. On an annual basis, the Executive Committee shall be responsible for the evaluation of the Executive Director and shall make a recommendation to the TPO regarding the Executive Director's performance and contract.

- 2. Technical Coordinating Committee:** The TCC is responsible for coordinating transportation planning and programming; for review of all transportation studies, reports, and plans and/or programs; and for making recommendations to the TPO that are pertinent to the subject document. Section 5 outlines specific policies relating to the TCC.
- 3. Citizens Advisory Committee:** The CAC is responsible for providing citizen input to the TPO concerning transportation planning and programming; for review of all transportation studies, reports, and plans and/or programs; and for making recommendations to the TPO that are pertinent to the subject document. Section 6 outlines specific policies relating to the CAC.
- 4. Bicycle and Pedestrian Advisory Committee:** The BPAC is responsible for reviewing plans, policies and procedures as they relate to bicycle and pedestrian issues in the TPO planning area. In addition, the BPAC is responsible for the review and ranking of bicycle and pedestrian project applications submitted on an annual basis. Section 7 outlines specific policies relating to the BPAC.
- 5. Transportation Disadvantaged Local Coordinating Board:** The primary purpose of the TDLCB is to assist the designated Official Planning Agency in identifying local service needs and providing information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation-disadvantaged pursuant to Chapter 427.0157, Florida Statutes. With support from TPO staff, the TDLCB works closely with the CTC and is not considered an advisory committee to the TPO Board. The TDLCB is required to update their bylaws annually as part of the planning grant agreement; therefore, the Bylaws of the TDLCB are maintained separately and reviewed by the TPO board as required.

SECTION 2.6: SUBCOMMITTEES

- A. Subcommittees shall be designated by the TPO Board as necessary to investigate and report on specific subject areas of interest to the TPO or to address administrative and/or legislative issues. These may include, but are not limited to:

- Highways
- Mass Transit
- Transportation needs of "transportation-disadvantaged" groups
- Reapportionment
- Bylaws
- Nominating Committee
- Legislative Issues
- Budget

Unless the physical presence of a quorum at the meeting location is not required as set forth in Section 3.2 of these Bylaws, a quorum is required to be physically present at the meeting location. See Section 3.1 of these Bylaws.

- B. Unless established in other sections of these Bylaws, the Chairperson of the TPO Board will designate the subcommittee chair. When a subcommittee is convened, the first action of the subcommittee shall be to outline the scope of activities of the subcommittee and the expected duration of the group. If necessary, a budget will be established. A report will be provided to the TPO Board at the following meeting seeking approval of the activities recommended. A summary report of each meeting will be made available to the TPO Board as part of the monthly board agenda.

SECTION 3.0: GENERAL POLICIES OF THE TPO

The following general policies in Sections 3.0 through 3.2 shall apply to the TPO Governing Board and all committees and participants of the TPO. As used herein, the term “CMT” means communications media technology which includes telephone, Zoom, GoToMeeting, or similar type of platform.

- A. The adoption and/or acceptance of reports, studies, plans and programs must be by resolution of the TPO Board after review and recommendation by the TCC, CAC and/or BPAC.
- B. Only published data and/or reports may be released, either to individuals or agencies. Unpublished data and/or reports require specific approval by the TPO Executive Committee. Requests for information and/or data made to participating jurisdictions and/or agencies, prepared by these agencies, shall be released according to the policies of the agency generating or collecting the data originally.
- C. Amendment or termination of these Bylaws. Recommended changes in the Bylaws shall require a two-thirds (2/3) majority of the weighted vote of the members participating at any board meeting. Revisions will be provided as a draft for review by the full board during a regularly scheduled meeting and then at a subsequent meeting for adoption.
- D. All committees shall maintain a broad perspective covering the range of all modes of transportation and associated facilities in all recommended planning work programs so that proper study and evaluation of transportation needs shall result in a multi-modal transportation system plan, balanced with respect to areawide needs and properly related to area wide comprehensive plan goals and objectives.

SECTION 3.1 ATTENDANCE AT AND PARTICIPATION IN A MEETING BY MEMBERS WITH AN “EXTRAORDINARY CIRCUMSTANCE” CAUSING THE INABILITY TO PHYSICALLY ATTEND THE MEETING.

- A. Member(s) of the TPO Governing Board, any TPO committee, or any TPO sub-committee, may attend a meeting, on the which the Member serves, remotely using CMT, if there is a quorum of the Governing Body, or committee, physically present at the meeting site; provided, that the Member(s) is subject to an “extraordinary circumstance” that justifies the remote attendance. Authority: Attorney General Opinion (AGO) 2003-41.
- B. If a Member of the Governing Board, or a committee, decides to attend by CMT, the Board or committee on which the Member serves shall first determine whether the Member’s reason for virtual or remote attendance at the meeting constitutes an “extraordinary circumstance” justifying the Member’s remote attendance using CMT. Said determination is reserved to the good judgment of the Board or committee. The Member’s attendance using CMT may not be counted towards establishing the existence of a quorum being physically present at the meeting location. Authority: AGO 2003-41.

SECTION 3.2: VIRTUAL MEETINGS WITHOUT A QUORUM BEING PHYSICALLY PRESENT AT THE MEETING LOCATION

- A. Applicability. In the event that an emergency prevents a member or multiple members from physically attending a board or committee meeting, the following powers and procedures are established.
- B. Virtual Meetings Without the Physical Presence of a Quorum.
 - 1. If the TPO Governing Board, or any of its committees, is permitted by law, executive order issued pursuant to Chapter 252, Florida Statutes, or similar action to conduct a meeting with a quorum of the Governing Board or TPO committee established virtually and without a quorum of the members being physically present at the meeting site, the TPO may conduct these meetings utilizing CMT.
 - 2. Public notice of these meetings shall be provided consistent with the TPO's Public Participation Plan, state law, and any applicable emergency declaration. The notice shall include instructions to the public describing how the public meeting may be accessed using CMT and shall name locations, if any, where CMT shall be available for use by the public.
 - 3. The public meeting shall provide the opportunity for public comment, and all comments, evidence, testimony, or written submissions, shall be afforded equal consideration. The notice of the public meeting shall include instructions regarding how members of the public may submit written documents, written comments, or written questions before the meeting or verbal comments or questions to be presented during the public meeting.

Authority: AGO 2020-03.

SECTION 3.3 EMERGENCY APPROVALS

- A. At such time as the TPO is operating under a State of Emergency, or in the event that the TPO is not able to conduct a board meeting consistent with these Bylaws or using CMT and the TPO is required to take an immediate action, the TPO Chair (or Vice-Chair in the absence of the Chair) after consultation with the TPO Executive Director and the TPO General Counsel, is authorized to:
 - 1. Execute the appropriate documents or amend a program document to maintain consistency with state or federal programs, or amend program or project funding, if the time constraint is such that action at the next scheduled meeting of the TPO Governing Board would significantly delay progress on a project previously supported by the TPO; and
 - 2. Approve the revision and submission of the UPWP and amendments to the existing TIP; provided that the process for seeking approval of these actions shall follow all applicable procedures when the State of Emergency is suspended; and submit information, reports, grant applications or documents on behalf of the River to Sea TPO that are deemed essential by the FHWA, FTA, and/or the FDOT.
 - 3. Submit copies of this by-law and the executed agreement to the:
 - a. Florida Department of Transportation; and

- b. Federal Transit Administration (through the FDOT); and
- c. Federal Highway Administration (through the FDOT).

- B. Any documents approved or amended under this emergency authority shall be presented to the TPO Governing Board at its next Board meeting for report, endorsement, ratification, or modification; provided, that the action taken using the emergency authority is able to be modified. The TPO will also provide opportunity for public review and comment at that time in a manner consistent with the Public Participation Plan.

Authority: River to Sea TPO Res. NO. 2020-05 (March 25, 2020)

C.

SECTION 4.0: TPO EXECUTIVE DIRECTOR AND AGENCY STAFF

- A. The Executive Director shall be selected and appointed by TPO Board and shall serve at their discretion.
- B. The Executive Director, under the general policy direction of the TPO Board and within its adopted guidelines, has the authority to perform the highest level managerial and administrative functions related to the TPO including, but not limited to, the following:
 - 1. Implementing the mission of the TPO
 - 2. Providing leadership in planning and promoting and integrated, intermodal surface transportation system
 - 3. Working with the TPO and its committees to develop strategies, goals, objectives and plans related to transportation and related land use issues
 - 4. Developing positive working relationships with member local governments, community organizations and business leaders and building consensus among stakeholders
 - 5. Procuring funding and developing funding sources
 - 6. Evaluating plans and strategies which promote the goals and objectives of the TPO
 - 7. Overseeing the managerial and administrative functions of the TPO by providing direction to staff
- C. TPO staff shall be composed of various level planners, a Chief Financial Officer, and other specialists and administrative support staff as needed. The Executive Director is responsible for hiring and supervising staff.

SECTION 5.0: TECHNICAL COORDINATING COMMITTEE (TCC)

- A. The TCC shall consist of transportation planners, professional engineers, those technical personnel made available by the units of local government participating in the TPO as well as transportation service providers. The purpose shall be to seek input on planning proposals and to provide comment with respect to various segments of the population in regard to their transportation needs.
- B. The TCC may include, but not be limited to, the following members:
Total number of voting members (34):
 - 1. One (1) traffic engineer/transportation planner from Volusia County and one (1) from Flagler County
 - 2. One (1) representative from the Volusia County School Board and one (1) from the Flagler County School Board
 - 3. One (1) representative from each of the municipalities represented on the TPO Board (for a total of 20)
 - 4. Aviation representatives from the municipal airports within the planning area and from the Daytona Beach International Airport (for a total of 5)
 - 5. A representative from the Ponce Deleon Inlet (1)
 - 6. One (1) representative from Votran and one (1) representative from Flagler County Transit
 - 7. One (1) representative of the Volusia County Emergency Management Division and one (1) representative from the Flagler County Emergency Management System
- C. Non-voting advisors may also include: a representative of the Florida Department of Environmental Protection (DEP), a representative of Federal Highway Administration (FHWA) and/or other specialists as identified such as a planning and research engineer or a modeling specialist.
- D. The Director of Planning and Public Transportation, Florida Department of Transportation (FDOT) District 5, or representative thereof, will serve as a non-voting advisor.
- E. River to Sea TPO staff will provide support for the meeting.

SECTION 5.1: MEMBERSHIP APPOINTMENT, QUALIFICATION AND TERMS OF OFFICE

- A. Each member shall be designated in writing by the governing body of said governmental unit. Each member may be represented by an alternate designated in writing by the governing body of said governmental unit. Alternates may vote only in the absence of the member on a one vote per member basis.

- B. Municipalities and agencies, in selecting their representatives, shall name only those technically qualified persons employed by a government or governmental agency for the purpose of planning, traffic engineering, or civil engineering with a responsibility to that government or governmental agency for the control, development or improvement of the transportation system.
- C. Each representative is expected to demonstrate his/her interest in the TCC's activities through attendance of the regularly scheduled monthly meetings, except for reasons of an unavoidable nature. In cases of unavoidable nature, each representative should ensure one of his/her alternates attends. No more than three (3) consecutive absences will be allowed by the representative or alternate. Should a member have three (3) consecutive absences, a letter will be sent to the jurisdiction which designated the member and to the appropriate board member informing them of the attendance record.
- D. Members and alternates shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies.

SECTION 5.2: OFFICERS AND DUTIES

- A. Annually, nominations from the floor will be provided by those committee members participating at the regularly scheduled meeting in June for the purpose of electing the Chairperson and Vice Chairperson.
- B. Officers shall be elected by a majority of the members participating at the June meeting and shall serve a term of one year, starting on July 1st of each year.
- C. TCC officers cannot serve more than two (2) consecutive terms for the same office. Officers may include non-voting members, but at no time may a TPO staff advisor chair the TCC.
- D. The Chairperson shall preside at all meetings, and in the event of his/her absence or at his/her direction, the Vice Chairperson shall assume the powers and duties of the Chairperson. In addition, the Chairperson shall serve on the River to Sea TPO Board as a non-voting member and attend the regular monthly TPO Board meetings in order to represent the discussions and actions of the TCC.

SECTION 5.3: MEETINGS

- A. Monthly meetings of the TCC shall be held on a regularly scheduled day, time and place approved by the TCC membership. Regular meeting dates and times may be changed by action of the TCC to accommodate holidays and/or other activities that may interrupt a scheduled meeting.
- B. Special and/or emergency meetings may be called by the Chairperson or by initiative of two or more members petitioning the Chairperson. At least two (2) business days' notice must be provided to the members and alternates for special or emergency meetings.

- C. Except as provided in Section 3.2 of these Bylaws, a minimum of eleven (11) voting members of the TCC must be physically present at the meeting location to constitute a quorum for the transaction of business. Once a quorum has been determined at the start of the meeting, items on the agenda may be voted on. The action of a simple majority of the members participating during the time of a vote shall be considered an act of the TCC. If at any point during the meeting attendance drops to less than eleven (11) voting members physically present at the meeting site, no further actions will be taken by the committee; however, presentations and other business may continue.
- D. The agenda for the TCC includes presentations and actions required to support recommendations for the TPO Board as set by the Executive Committee. TPO staff and presenters will provide timely input/materials for the TCC agenda.
- E. The River to Sea TPO staff is responsible for the minutes of the meetings and for all notices and agendas for future meetings. The TPO shall furnish a Recording Secretary for all TCC meetings.
- F. Notices and tentative agendas shall be sent to members and alternates five (5) working days prior to the regular meeting dates.
- G. Request for agenda changes must be received by the Chairperson or TPO staff at least three (3) working days prior to the regular meetings or one (1) working day prior to special meetings.
- H. Meetings will be open to the public and press, and time will be allocated for public comment. Public comment will generally be limited to three (3) minutes but may be expanded at the discretion of the Chairperson.
- I. Meetings of the TCC shall follow *Robert's Rules of Order* unless otherwise outlined in these Bylaws.

SECTION 5.4: RESPONSIBILITIES AND FUNCTIONS OF THE TCC

- A. The TCC is responsible for coordinating transportation planning and programming; for review of all transportation studies, reports, and plans and/or programs; and for making recommendations to the TPO that are pertinent to the subject document. The TCC shall assist the TPO by providing technical resources as requested.
- B. TCC recommendations to the TPO Board shall be based upon the technical sufficiency, accuracy and completeness of studies and plans and/or programs.
- C. The TCC shall make priority recommendations to the TPO and/or other agencies responsible for plan and program implementation based upon the needs as determined by technical studies.
- D. The TCC members are expected to provide a summary report to the elected official who appointed them; TPO staff will provide the report to the TCC members.
- E. The TCC shall serve for the completion of all required transportation studies, plans, development and programming recommendations required under the public laws pertaining to all modes of transportation and transportation support facilities.

- F. The TCC shall serve as an advisory committee to any and all duly constituted areawide transportation authorities and/or boards, as well as areawide planning boards or councils for physical development, health, social or comprehensive planning upon direct request of such authorities, boards or councils.
- G. The TCC shall, when feasible and desirable, utilize any means that may be suggested or devised to provide for citizen participation in addition to the CAC in the transportation planning process.

SECTION 5.5: SUBCOMMITTEES

- A. Subcommittees shall be designated by the TCC as necessary to investigate and report on specific subject areas of interest to the TCC. Subcommittees may also be designated as necessary to deal with administrative and legislative procedures relating to the TCC. These may include, but are not limited to:

- Airports
- Highways
- Mass Transit
- Transportation needs of "transportation-disadvantaged" groups
- Directions for future growth (local comprehensive plan reviews)
- Nominating Committee
- Freight

Unless the physical presence of a quorum at the meeting location is not required as set forth in Section 3.2 of these Bylaws, a quorum is required to be physically present at the meeting location. See Section 3.1 of these Bylaws.

- B. When a subcommittee is convened, the first action of the committee shall be to establish the Chairperson and Vice Chairperson, outline the scope of activities of the subcommittee, the expected duration of the group and frequency of meetings if known. A summary report of each meeting will be made available.

SECTION 6.0: CITIZENS ADVISORY COMMITTEE (CAC)

- A. The citizens of the metropolitan planning area shall be involved in the transportation planning process by the establishment of a citizens advisory group. The purpose shall be to seek input on planning proposals and to provide comment with respect to various segments of the population in regard to their transportation needs. It shall be the function of the CAC to:
 - 1. Assist the River to Sea TPO in the formulation of goals and objectives for shaping the urban environment
 - 2. Conduct public information programs
 - 3. Provide effective citizen review of the preliminary findings and recommendations of transportation planning studies throughout the planning area
 - 4. Assist in other functions as deemed desirable by the River to Sea TPO Board
- B. The CAC shall be comprised of thirty (30) voting representatives. Each elected official serving on the TPO Board, including the non-voting members of the Small City Alliance, shall appoint in writing one (1) representative to serve on the committee. Also serving as a voting member shall be one (1) representative from the Volusia County School Board, one (1) representative from Flagler County School Board, one (1) representative from Votran and one (1) representative from Flagler County Transit acting as the Community Transportation Coordinators (CTC).
- C. The non-voting advisors to the CAC shall consist of a representative of Volusia County Traffic Engineering and a representative of Flagler County Traffic Engineering or Planning.
- D. A FDOT District 5 staff member shall serve as a non-voting advisor to the CAC.
- E. River to Sea TPO staff will provide support for the meeting.

SECTION 6.1: MEMBER APPOINTMENT, QUALIFICATION AND TERMS OF OFFICE

- A. Voting members of the CAC must be residents of the area in which they are appointed to represent and shall not be elected officials or staff paid to attend meetings.
- B. One alternate may be appointed for each CAC position. Alternates must be appointed by the TPO Board member, in writing, and may participate in the meeting and vote only in the absence of the primary member.
- C. Voting members and their alternates shall serve at the pleasure of their respective TPO Board member for a period of time to be determined by the River to Sea TPO Board member that is being represented. To ensure continuous representation, a voting member of the CAC may continue to serve beyond the term of the appointing board member until a replacement has been appointed.
- D. Any vacancies in membership shall be filled in the same manner as the initial appointment.

- E. Each member is expected to demonstrate his/her interest in the CAC's activities through participation in the scheduled meetings except for reasons of an unavoidable nature. In cases of unavoidable nature, each representative should ensure his/her alternate attends. No more than three (3) consecutive absences will be allowed by the representative or alternate. Should a member have three (3) consecutive absences, excused or unexcused, and/or three (3) meetings, unexcused in a calendar year, a letter will be sent to the board member that designated the CAC member informing them of the attendance record.
- F. Municipalities and agencies, in selecting their non-voting representatives, shall name only those technically qualified persons employed by a government or governmental agency.
- G. An alternate may be named, approved and confirmed for each non-voting advisor, provided the recommended alternate meets the technical qualifications set forth in the preceding items.

SECTION 6.2: OFFICERS AND DUTIES

- A. Annually, nominations from the floor will be provided by those committee members present at the regularly scheduled meeting in June for the purpose of electing the Chairperson and Vice Chairperson.
- B. Officers shall be elected by a majority of the members present at the June meeting and shall serve a term of one year, starting on July 1st of each year.
- C. CAC officers cannot serve more than two (2) consecutive terms for the same office. At no time, may a non-voting staff support advisor serve as an officer for the CAC.
- D. The Chairperson shall preside at all meetings, and in the event of his/her absence or at his/her direction, the Vice Chairperson shall assume the powers and duties of the Chairperson. In addition, the Chairperson shall serve on the River to Sea TPO Board as a non-voting member and attend the regular monthly TPO Board meetings in order to represent the discussions and actions of the CAC.

SECTION 6.3: MEETINGS

- A. Monthly meetings of the CAC shall be held on a regularly scheduled day, time and place approved by the CAC membership. Regular meeting dates and times may be changed by action of the CAC to accommodate holidays and/or other activities that may interrupt a scheduled meeting.
- B. Special and/or emergency meetings may be called by the Chairperson or by initiative of two or more members of the CAC petitioning the Chairperson. At least two (2) business days' notice must be provided to the members and alternates for special or emergency meetings.
- C. Except as provided in Section 3.2 of these Bylaws, a minimum of nine (9) voting members of the CAC must be physically present at the meeting location to constitute a quorum for the transaction of business. Once a quorum has been determined at the start of the meeting, items on the agenda may be voted on. The action of a simple majority of the members participating during the time of a vote shall be considered an act of the CAC.

If at any point during the meeting attendance drops to less than nine (9) voting members physically present at the meeting location, no further actions will be taken by the committee; however, presentations and other business may continue.

- D. The agenda for the CAC includes presentations and actions required to support recommendations for the TPO Board as set by the Executive Committee and transportation-related items of interest identified by members. TPO staff and presenters will provide timely input/materials for the CAC agenda.
- E. Each member is expected to participate at all meetings. It is the responsibility of each member to contact the River to Sea TPO staff one day prior to a scheduled meeting informing them of their expected absence.
- F. The River to Sea TPO staff is responsible for the minutes of the meetings and for all notices and agendas for future meetings. The TPO shall furnish a Recording Secretary for all CAC meetings.
- G. Notices and tentative agendas shall be sent to members five (5) working days prior to regular meeting dates.
- H. Requests for agenda changes must be received by the Chairperson or TPO staff at least three (3) working days prior to the regular meetings or one (1) working day prior to special meetings.
- I. Meetings will be open to the public and press, and time will be allocated for public comment. Public comment will generally be limited to three (3) minutes but may be expanded at the discretion of the Chairperson.
- J. Meetings of the CAC shall follow *Robert's Rules of Order* unless otherwise outlined in these Bylaws.

SECTION 6.4: RESPONSIBILITIES AND FUNCTIONS OF THE CAC

- A. The CAC, composed of citizens from the planning area who represent the various segments of the populace, should actively represent all segments of the general public and their concern in the transportation planning process.
- B. The CAC shall be charged with the responsibility for providing citizen input and recommendations to the TPO concerning transportation planning and programming; for review of all transportation studies, reports, and plans and/or programs; and for making recommendations to the River to Sea TPO that are pertinent to the subject document.
- C. Subcommittees, task forces and working groups shall be designated by the CAC as necessary to investigate and report on specific subject areas of interest to the CAC.
- D. Members of the CAC shall provide a monthly written summary report of each CAC meeting to his/her city/county representative in a timely fashion. The written report will be provided by TPO staff.

- E. Members of the CAC shall not express their individual and/or personal views as those of the CAC, unless the CAC has, through a majority vote of those members voting at a meeting, expressed such opinions.

SECTION 6.5: SUBCOMMITTEES

- A. Subcommittees shall be designated by the CAC as necessary to investigate and report on specific subject areas of interest to the CAC. Subcommittees may also be designated as necessary to deal with administrative and legislative procedures relating to the CAC. These may include, but are not limited to:

- Airports
- Highways
- Mass Transit
- Transportation needs of "transportation disadvantaged" groups
- Directions for future growth (local comprehensive plan reviews)
- Nominating Committee
- Freight

Unless the physical presence of a quorum at the meeting location is not required as set forth in Section 3.2 of these Bylaws, a quorum is required to be physically present at the meeting location. See Section 3.1 of these Bylaws.

- B. When a subcommittee is convened, the first action of the subcommittee shall be to establish the Chairperson and Vice Chairperson, outline the scope of activities of the subcommittee, the expected duration of the group and frequency of meetings. A summary report of each meeting will be made available.

SECTION 7.0: BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

- A. The adopted mission describes the function of the BPAC to:

“Create and implement a regional plan for the continuing enhancement and expansion of the bicycle and pedestrian network. We will support activities that encourage and provide for a safe and balanced transportation system that promotes connectivity, mobility, health and an improved quality of life.”
- B. The BPAC shall consist of twenty-six (26) voting members made up of private citizens. Every elected official serving on the TPO Board, including the non-voting members of the Small City Alliance shall appoint in writing one (1) representative to serve on the committee.
- C. Non-voting advisors shall consist of municipal representatives, transportation planners, professional engineers and those technical personnel made available by the various municipalities. These positions will include: one (1) person from a large city, one (1) person from small city, one (1) person from Volusia County government and one (1) person from Flagler County government. Non-voting advisors will also include: one (1) person from the Volusia County School Board, one (1) person from the Flagler County School Board, one (1) person from Votran and one (1) person from Flagler County Transit.
- D. A FDOT District 5 staff member shall serve as a non-voting advisor to the BPAC.
- E. River to Sea TPO staff will provide support for the meeting.

SECTION 7.1: MEMBERSHIP APPOINTMENT, QUALIFICATION AND TERMS OF OFFICE

- A. Voting members of the BPAC must be residents of the area in which they are appointed to represent and they shall not be elected officials or paid staff.
- B. One alternate may be appointed for each BPAC position. Alternates must be appointed by the TPO Board member, in writing, and may participate in the meeting and vote only in the absence of the primary member.
- C. Voting members and their alternates shall serve at the pleasure of their respective TPO Board member for a period of time to be determined by the River to Sea TPO Board member that is being represented. To ensure continuous representation, a voting member of the BPAC may continue to serve beyond the term of the appointing board member until a replacement has been appointed.
- D. Any vacancies in membership shall be filled in the same manner as the initial appointment.
- E. Each BPAC representative is expected to demonstrate his/her interest in the BPAC's activities through participation in the scheduled meetings except for reasons of an unavoidable nature. In cases of unavoidable nature, each representative should ensure his/her alternate attends. No more than three (3) consecutive absences will be allowed by the representative or alternate. Should a member have three (3) consecutive absences, excused or unexcused, and/or three (3) meetings, unexcused in a calendar year, a letter will be sent to the board member that designated the BPAC member informing them of the violation.

- F. Municipalities and agencies, in selecting their non-voting representatives, shall name only those technically-qualified persons employed by a government or governmental agency.
- G. An alternate may be named, approved and confirmed for each non-voting member, provided the recommended alternate meets the technical qualifications set forth in the preceding items.

SECTION 7.2 OFFICERS AND DUTIES

- A. Annually, nominations from the floor will be provided by those committee members participating at the regularly scheduled meeting in June for the purpose of electing the Chairperson and Vice Chairperson.
- B. Officers shall be elected by a majority of the members participating at the June meeting and shall serve a term of one year, starting on July 1st of each year.
- C. BPAC officers cannot serve more than two consecutive terms for the same office. At no time may a non-voting staff support advisor chair the BPAC.
- D. The Chair shall preside at all meetings and, in the event of his/her absence or at his/her direction, the Vice Chair shall assume the powers and duties of the Chair. In addition, the Chairperson shall serve on the River to Sea TPO Board as a non-voting member and attend the regular monthly TPO Board meetings in order to represent the discussions and actions of the BPAC.

SECTION 7.3 MEETINGS

- A. Monthly meetings of the BPAC shall be held on a regularly scheduled day, time and place approved by the BPAC membership. Regular meeting dates and times may be changed by action of the BPAC to accommodate holidays and/or other activities that may interrupt a scheduled meeting.
- B. Special and/or emergency meetings may be called by the Chairperson or by initiative of two or more members of the BPAC petitioning the Chairperson. At least two (2) business days' notice must be provided to the members and alternates for special or emergency meetings.
- C. Except as provided in Section 3.2 of these Bylaws, a minimum of nine (9) voting members of the BPAC must be physically present at the meeting location to constitute a quorum for the transaction of business. Once a quorum has been determined at the start of the meeting, items on the agenda may be voted on. The action of a simple majority of the members participating during the time of a vote shall be considered an act of the BPAC. If at any point during the meeting attendance drops to less than nine (9) voting members physically present at the meeting location, no further actions will be taken by the committee; however, presentations and other business may continue.
- D. The agenda for the BPAC includes presentations and actions required to support recommendations for the TPO Board as set by the Executive Committee and transportation-related items of interest identified by members. TPO staff and presenters will provide timely input/materials for the BPAC agenda.
- E. The River to Sea TPO staff is responsible for the minutes of the meetings and for all notices

and agendas for future meetings. The TPO shall furnish a Recording Secretary for all BPAC meetings.

- F. Notices and tentative agendas shall be sent to members and alternates five (5) working days prior to the regular meeting dates.
- G. Requests for agenda changes must be received by the Chairperson or TPO staff at least three (3) working days prior to the regular meetings or one (1) working day prior to special meetings.
- H. Meetings will be open to the public and press and time will be allocated for public comment. Public comment will generally be limited to three (3) minutes but may be expanded at the discretion of the Chairperson.
- I. Meetings of the BPAC shall follow *Robert's Rules of Order* unless otherwise outlined in these Bylaws.

SECTION 7.4 RESPONSIBILITIES AND FUNCTIONS OF THE BPAC

- A. The BPAC is responsible for reviewing plans, policies and procedures as they relate to bicycle and pedestrian issues in the River to Sea TPO planning area and for making recommendations to the TPO Board that are pertinent to these subjects.
- B. BPAC recommendations to the TPO Board shall be based upon the technical sufficiency, accuracy and completeness of studies and plans and/or programs.
- C. The BPAC shall make priority recommendations to the TPO Board and/or other agencies responsible for plan and program implementation based upon the needs as determined by technical studies.
- D. The BPAC shall serve as an advisory committee regarding bicycle and pedestrian matters to any and all duly constituted areawide transportation authorities and/or boards, as well as areawide planning boards or councils for physical development, health, social or comprehensive planning upon direct request of such authorities, boards or councils.
- E. The BPAC shall, when feasible and desirable to do so, utilize any means that may be suggested or devised to provide for citizen participation in the planning process for bicycle and pedestrian issues.

SECTION 7.5: SUBCOMMITTEES

- A. Subcommittees shall be designated by the BPAC as necessary to investigate and report on specific subject areas of interest to the BPAC. Subcommittees may also be designated as necessary to deal with administrative and legislative procedures relating to the BPAC. These may include, but are not limited to:

- Highways
- Mass Transit
- Transportation needs of "transportation-disadvantaged" groups
- Project Review Committee
- Nominating Committee

Unless the physical presence of a quorum at the meeting location is not required as set forth in Section 3.2 of these Bylaws, a quorum is required to be physically present at the meeting location. See Section 3.1 of these Bylaws.

- B. When a subcommittee is convened, the first action of the committee shall be to establish the Chairperson and Vice Chairperson, outline the scope of activities of the subcommittee, the expected duration of the group and frequency of meetings if known. A summary report of each meeting will be made available.

**BYLAWS OF THE
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD**

ARTICLE I: PREAMBLE

The following sets forth the bylaws which shall serve to guide the proper functioning of the coordination of transportation disadvantaged through the Transportation Disadvantaged Local Coordinating Board. The intent is to provide procedures and policies for fulfilling the requirements of Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code (FAC), and subsequent laws setting forth requirements for the coordination of transportation services to the transportation disadvantaged.

ARTICLE II: NAME AND PURPOSE

Section A: **Name.** The name of the Coordinating Board shall be the River to Sea Transportation Planning Organization TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD, hereinafter referred to as the Board.

Section B: **Purpose.** The primary purpose of the Board is to assist the Designated Official Planning Agency in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator on the coordination of services to be provided to the transportation disadvantaged pursuant to Chapter 427.0157, Florida Statutes.

**ARTICLE III: MEMBERSHIP, APPOINTMENT, TERMS OF OFFICE, AND TERMINATION
OF MEMBERSHIP**

Section A: **Voting Members.** In accordance with Chapter 427.0157, Florida Statutes, all members of the Board shall be appointed officially by the River to Sea Transportation Planning Organization (TPO) Board. Prospective members of an agency or group shall have their organization designate in writing to the TPO their appointee and alternate to the TDLCB.

According to Florida Statute 427, Chapter 41-2.012, the following agencies or groups shall be represented on the Local Coordinating Board in every County as voting members:

1. An elected official of Volusia County, Florida shall serve as the official chairperson;
2. A representative of the Florida Department of Transportation;
3. A representative of the Florida Department of Children and Families;
4. A representative of the Public Education Community;
5. A representative of the Florida Department of Education;
6. A person who is recognized by the Florida Association for Community Action as representing the economically disadvantaged in the County;
7. A person who is recognized by the Florida Department of Veterans' Affairs as a representative of veterans in the County;
8. A person over sixty years of age representing the elderly in the County;
9. A person with a disability representing the disabled in the County;
- 10/11. Two citizen advocate representatives in the County, one of whom must represent a user of the system;
12. A representative of the Council for Early Childhood Services;
13. A representative of the Florida Department of Elder Affairs;
14. A representative of the local private for-profit transportation industry;
15. A local representative of the Florida Agency for Health Care Administration;
16. A local representative of the Agency for Persons with Disabilities;
17. A representative of the Regional Workforce Development Board; and
18. A representative of the local medical community.

Section B: **Alternate Members.** All agency members of the Board shall have their organization designate in writing to the TPO their alternate who may vote only in the absence of that member on a one vote per member basis. All members not representing an agency shall also have an alternate appointed for them.

Section C: **Terms of Appointment.** Appointments shall be consistent with Rule 41 - 2.012(5), except for the chairperson. Agency members and non-agency members of the Board shall be appointed for one, two, and three-year staggered terms with the initial membership. Individuals can be appointed for more than one term. Upon approval by the TPO Board, the membership can be extended for increments of two years. The Chairperson shall serve until replaced by the TPO.

Section D: **Termination of Membership.** Any non-agency members of the Board may resign at any time by notice in writing to the Chairperson. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chairperson. Each member of the Board is expected to demonstrate his/her interest in the Board's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The TPO shall review, and consider rescinding the appointment of any voting non-agency member of the Board who fails to attend three (3) consecutive meetings. The staff of the Local Coordinating Board shall contact Department Supervisors of all members representing an agency who fail to attend two (2) consecutive meetings.

ARTICLE IV: OFFICERS AND DUTIES

Officers. The officers of the Board shall be Chairperson and Vice-Chairperson.

1. **Chairperson.** The designated official planning agency shall appoint one elected official, to serve as the official Chairperson for all Local Coordinating Board meetings. The Chairperson shall be from the County which the Local Coordinating Board serves. The Chairperson shall preside at all Local Coordinating Board meetings and in the event of his/her absence, or at his/her discretion, the Vice-Chairperson shall assume the powers and duties of the Chairperson. The Chairperson shall serve until replaced by the TPO, in accordance with F.S. 427, Chapter 41-2.012.

2. **Vice-Chairperson.** The Board shall hold an organizational meeting each year for the purpose of electing a Vice-Chairperson. The Vice-Chairperson shall be elected by a majority vote of a quorum of the members of the Board present and voting at the organizational meeting. The Vice-Chairperson shall serve a term of one year starting with the next meeting. In such cases where the current Vice-Chairperson cannot complete the one-year term, the Board shall hold an organizational meeting for the purpose of electing an interim Vice-Chairperson who shall serve the remainder of the previous Vice-Chairperson's term. In the event both the Chair and Vice-Chair are absent, a Board member shall be nominated and approved by a majority of a quorum as Chair Pro Tem.

ARTICLE V: BOARD MEETINGS

Section A: **Regular Meetings.** The Board shall meet as often as necessary in order to meet its responsibilities. However, as required by Chapter 427.0157, Florida Statutes, the Board shall meet at least quarterly.

Section B: **Annual Public Hearing.** The Board shall hold a minimum of one public hearing annually for the purpose of receiving input on unmet needs or any other services that relate to the local transportation system in Volusia County.

Section C: **Notice of Meetings.** Notices and agendas shall be sent to all voting Board members via email. Alternates and other interested parties, and the news media shall be sent notices only. Notices shall be provided via email within seven (7) calendar days prior to the Board meeting and shall state the date, time, and the place of the meeting. Hard copies of notices and agendas shall be provided upon request.

Section D: **Quorum.** At all meetings of the Board, the presence in person of six (6) voting members shall be necessary and sufficient to constitute a quorum for the transaction of business. As used herein, the term "CMT" means Communications Media Technology, which includes telephone, Zoom, GoToMeeting, Microsoft Teams, or similar type of platform. Members of the TDLCB, or any TDLCB committee, may attend a meeting, on which the member serves, remotely using CMT, if there is a quorum of the TDLCB, or TDLCB committee, physically present at the meeting site; provided that the member(s) is subject to an "extraordinary circumstance" that justifies the remote attendance. Authority: Florida Attorney General Opinion (AGO) 2003-41. In the absence of a quorum, the presiding Chairperson may recess the meeting until a quorum is present. At any meeting without a quorum, only discussion and/or informational items may be transacted.

Section E: **Voting.** At all meetings of the Board at which a quorum is present, all matters, except as otherwise expressly required by law or these Bylaws, shall be decided by the vote of a majority of the members of the Board present.

Section F: **Parliamentary Procedures.** The Board will conduct business using parliamentary procedures according to Robert's Rules of Order, except when in conflict with these Bylaws.

ARTICLE VI: STAFF

Section A: **General.** The TPO shall provide the Board with sufficient staff support and resources to enable the Board to fulfill its responsibilities as set forth in Chapter 427.0157, Florida Statutes. These responsibilities include providing sufficient staff to manage and oversee the operations of the Board and assist in the scheduling of meetings, preparing meeting agenda packets, and minutes, including an attendance roster and other necessary administrative duties.

Section B: **Budget and Finance.** Consolidate the actual expenditures report of local and direct federal government transportation disadvantaged funds and forward them to the Commission for the Transportation Disadvantaged.

ARTICLE VII: BOARD DUTIES

Board Duties. According to Chapter 427 of the Florida Statutes and Rule 41- 2 of the Florida Administrative Code, the Transportation Disadvantaged Local Coordinating Board members shall:

1. Meet at least quarterly.
2. Review and approve the Memorandum of Agreement and the Transportation Disadvantaged Service Plan with approved minimum guidelines, goals and objectives of the Local Coordinating Board.
3. Annually review and evaluate the Community Transportation Coordinator (CTC). The evaluation shall be conducted by using the evaluation criteria developed by the Commission for the Transportation Disadvantaged (CTD). A copy of the evaluation will be submitted to the Transportation Planning Organization (TPO) and the Commission for the Transportation Disadvantaged (CTD).
4. In cooperation with the Coordinator, review and provide recommendations to the Transportation Disadvantaged Commission and the TPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most effective and efficient manner.
5. Review coordination strategies, for service provision to the transportation disadvantaged in the County to seek innovative ways to improve cost-effectiveness, efficiency, safety, working hours, and types of services in an effort to increase ridership to a broader population. Evaluate multi-county or regional transportation opportunities between area Coordinators when it is appropriate and cost-effective to do so.
6. In coordination with the Community Transportation Coordinator (CTC), review and approve applications for funds that may become available.
7. Assist the TPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP).

ARTICLE VIII: STANDING COMMITTEES

Section A: **Quality Assurance Committee.** This committee is responsible for the update of the TDLCB Bylaws and coordinates with Votran in reviewing and establishing standards to provide a more efficient system. Reviews include, but are not limited to, the Annual

CTC Evaluation and the Annual Operating Report (AOR). At least three (3) voting members of the Coordinating Board shall be appointed to the Quality Assurance Committee.

Section B: **Grievance Committee.** This committee serves as a mediator to process and investigate complaints from agencies, and users of the system in the designated service area and make recommendations to the Coordinating Board for improvement of service. At least three (3) voting members of the Coordinating Board shall be appointed to the Grievance Committee.

Section C: **Other.** Other committees shall be designated by the Chairperson as deemed necessary to investigate and report on specific subject areas of interest to the Board and to deal with administrative and legislative procedures. Voting members or in their absence, their alternates may serve on the committees.

ARTICLE IX: COMMUNICATION WITH OTHER AGENCIES AND ENTITIES

The TPO authorizes the Board to communicate directly with other agencies and entities as necessary to carry out its duties and responsibilities in accordance with Rule 41 - 2 Florida Administrative Code (FAC). Any written comments shall be approved by the Local Coordinating Board or Chairperson, or in his/her absence, his/her designee.

ARTICLE X: AMENDMENTS

The Bylaws may be amended by a two-thirds (2/3) vote of members present if a quorum exists.

ARTICLE XI: CERTIFICATION

The undersigned hereby certifies that he/she is the Chairperson of the Volusia County Transportation Disadvantaged Local Coordinating Board and that the foregoing is a full, true, and correct copy of the Bylaws of this Board as adopted by the Transportation Disadvantaged Local Coordinating Board this 12th day of July 2023.



Volusia County Council Member Matt Reinhart, Chairperson
Transportation Disadvantaged Local Coordinating Board (TDLCB)

ATTEST:



Donna King, Recording Secretary
River to Sea Transportation Planning Organization

**GRIEVANCE PROCEDURES
OF THE
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD**

ARTICLE I: PREAMBLE

SECTION 1: PREAMBLE

The following sets forth the grievance procedures which shall serve to guide the River to Sea TPO Transportation Disadvantaged Local Coordinating Board (TDLCB), serving to assist the Community Transportation Coordinator (CTC). The intent is to provide procedures and policies for fulfilling the requirements of Chapter 427, Florida Statutes, Rule 41-2.012 of the Florida Administrative Code (FAC), and subsequent laws setting forth requirements for the establishment of grievance procedures. Grievance Committee procedures are designed to address issues raised by agencies, users, potential users, sub-contractors, and other interested parties which cannot be resolved through the CTC. This procedure does not cover the competitive bid process; including Requests for Proposals (RFPs).

ARTICLE II: GRIEVANCE COMMITTEE NAME AND PURPOSE

SECTION 1: NAME

The name of the committee to resolve grievances for the River to Sea TPO Transportation Disadvantaged Local Coordinating Board shall be the Grievance Committee.

SECTION 2: PURPOSE

The primary purpose of the Grievance Committee is to process, investigate and make recommendations with respect to unresolved complaints to the Local Coordinating Board for improvement of service. This procedure is made available to agencies with Purchase of Service Agreements (POS) contracts, users, or potential users of the system in Volusia to hear complaints and provide a mechanism for issues to be brought before the Grievance Committee which shall meet as often as necessary to address unresolved complaints in a timely manner.

ARTICLE III: DEFINITIONS

SECTION 1: DEFINITION OF COMPLAINT

"A complaint is an oral (in person/telephone) or written statement of dissatisfaction which is presented to Votran, Volusia County's CTC."

SECTION 2: DEFINITION OF FORMAL GRIEVANCE

"A formal grievance is a written complaint to document any concerns or unresolved service complaints regarding the operation or administration of TD services by the Transportation Operator, Community Transportation Coordinator, the designated official planning agency (DOPA), or the local coordinating board. The Grievant in their formal complaint should demonstrate or establish their concerns as clearly as possible."

ARTICLE IV: FILING OF COMPLAINTS AND GRIEVANCES

SECTION 1: PROCESS OF FILING A COMPLAINT

Any user, agency (with POS contract), or potential user may register a verbal/written complaint with the CTC in accordance with the policies and procedures of Votran.

If the complainant is not satisfied with the action taken by the CTC, the user may file a formal written complaint within ten (10) working days after the CTC's decision.

Such written complaint shall include the following:

1. the name and address of the complainant;
2. a statement of the grounds for the complaint made in a clear and concise manner, supplemented by supporting documentation;
 - a. Exact date/time of incident;
 - b. Exact location of incident;
 - c. Any witnesses to incident (including name and address); and
 - d. Vehicle unit number, license number, color and type.
3. an explanation of the relief desired by the complainant; and
4. if the complainant is unable to submit a formal written complaint, Votran shall have the responsibility of obtaining an advocate who will be available to assist those individuals. The ten (10) working days needed by the customer to submit their written complaint will not go into effect until the advocate has met with the customer.

A written complaint shall be addressed to:

Votran Bus System
Customer Service Manager
950 Big Tree Road
South Daytona, Florida 32119

A written complaint may also be submitted via the Votran website:
<http://www.votran.org/contact-us/>.

The CTC shall have ten (10) working days from the date of notification of the complaint to address or investigate the problem. Within that time, the CTC will respond to the complainant by telephone, if possible, and in writing within ten (10) working days of notification to the complainant as to what action was made.

SECTION 2: FILING OF A GRIEVANCE

If the complainant is dissatisfied with the corrective action taken by the CTC, an appeal to the Grievance Committee of the TDLCB may be filed. Such written appeal must be filed within ten (10) working days from the date of notification to the complainant of the final decision from the CTC. The written appeal shall include the following:

1. the name and address of the complainant;
2. a statement of the ground for the grievance made in a clear and concise manner, supplemented by supporting documentation;
3. demonstrate or establish a clear violation of a specific law, regulation, contractual arrangement, or circumstance thought to be unjust;
4. an explanation of the relief desired by the complainant;
5. specified areas of disagreement with the CTC decisions; and
6. if the complainant is unable to submit a formal written appeal to be filed, Votran shall have the responsibility of obtaining an advocate who will be available to assist those individuals. The ten (10) working days needed by the customer to submit a written appeal will not go into effect until the advocate has met with the customer.

An appeal to the Grievance Committee may only be filed after the complainant has sought satisfaction directly from the CTC.

The appeal must be addressed to:

River to Sea Transportation Planning Organization
Attn: Grievance Committee
1 Deuce Court, Suite 100
Daytona Beach, Florida 32124

Once an appeal has been received, the Grievance Committee shall meet and render its recommendation within thirty (30) working days of the date the appeal was filed. The complainant shall be notified in writing of the mutually agreed upon date, time, and place where the appeal shall be heard. This written notice shall be mailed at least five (5) working days in advance of the meeting.

A written copy of the recommendation will be forwarded to the TDLCB and all parties involved within ten (10) working days from the date of the recommendation.

Written recommendations will include the following information:

1. a statement that a meeting was held in which the involved parties and/or their representatives were given an opportunity to present their positions;
2. a statement that clearly defines the issues discussed; and
3. Reasons for the recommendation based on the information provided.

If the complainant is dissatisfied with the recommendation of the Grievance Committee, he/she may continue the appeal process with the TDLCB.

ARTICLE V: APPEAL TO THE TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

Should the aggrieved be interested in filing an appeal with the TDLCB it must be filed within ten (10) working days from the date of receipt of the final recommendation of the Grievance Committee. The appeal should attempt to demonstrate or establish a clear violation of a specific law, regulation, contractual arrangement, or circumstance thought to be unjust. An appeal to the TDLCB can only be filed after the aggrieved has sought satisfaction directly from the Grievance Committee. An appeal to the TDLCB must be addressed to:

River to Sea Transportation Planning Organization
Attn: TDLCB
1 Deuce Court, Suite 100
Daytona Beach, Florida 32124

Once an appeal has been received, the TDLCB shall meet and render its recommendation at the next regularly scheduled TDLCB meeting after the date the appeal was filed. The aggrieved shall be notified in writing of the mutually agreed upon date, time, and place where the appeal shall be heard. This written notice shall be mailed at least five (5) working days in advance of the hearing.

A written copy of the TDLCB's recommendation shall be forwarded to all parties involved within ten (10) working days from the date of the recommendation. A written recommendation shall include the following information:

1. a statement that a hearing was held in which the involved parties, their representatives and/or witnesses were given an opportunity to present their positions;
2. a statement that clearly defines the issues discussed; and
3. reasons for the recommendation Votran based on the information provided.

If the complainant is dissatisfied with the recommendation of the TDLCB, he/she may continue the process with the TD Ombudsman Program by calling the following number(s): 1-800-983-2435. For hearing and speech impaired customers call, 711 (Florida Only) Florida Relay System or (850) 410-5708 for TTY or via written correspondence to:

Florida Commission for the Transportation Disadvantaged
Attn: Ombudsman Program
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450
Email: CTDOmbudsman@dot.state.fl.us

If the Commission is unable to resolve the grievance, the customer will be referred to the Office of Administrative Appeals or other legal venues as appropriate to the specific nature of the grievance.

All of the steps above must be attempted in the order listed before a complaint or grievance will move to the next step.

ARTICLE VII: SCHEDULED MEETINGS

SECTION 1: GENERAL

The Grievance Committee shall be comprised of a minimum of three (3) TDLCB board members. The CTC shall not serve on the Grievance Committee. Each member shall serve at the discretion of the TDLCB. When a meeting of the Grievance Committee is necessary,

staff to the TDLCB shall schedule the meeting of the Grievance Committee to hear appealed grievances.

ARTICLE VIII: AMENDMENTS

SECTION 1: GENERAL

The Transportation Disadvantaged Local Coordinating Board Grievance Procedures may be amended by a two-thirds (2/3) vote of members present, if a quorum exists, providing the proposed change(s) is/are mailed to all members at least five (5) working days in advance of the meeting.

SECTION 2: QUORUM

At all meetings of the Transportation Disadvantaged Local Coordinating Board, the presence in person of six (6) voting members shall be necessary and sufficient to constitute a quorum for the transaction of business. As used herein, the term "CMT" means Communications Media Technology, which includes telephone, Zoom, GoToMeeting, Microsoft Teams, or similar type of platform. Members of the TDLCB, or any TDLCB committee, may attend a meeting, on which the Member serves, remotely using CMT, if there is a quorum of the TDLCB, or TDLCB committee, physically present at the meeting site; provided, that the Member(s) is subject to an "extraordinary circumstance" that justifies the remote attendance. Authority: Florida Attorney General Opinion (AGO) 2003-41.

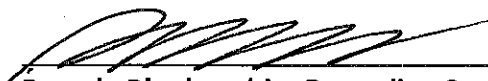
ARTICLE IX: CERTIFICATION

The undersigned hereby certifies that she is the Chairperson of the River to Sea TPO Transportation Disadvantaged Local Coordinating Board and that the foregoing is a full, true, and correct copy of the Grievance Procedures of this Local Coordinating Board as adopted by the River to Sea TPO Transportation Disadvantaged Local Coordinating Board the 12th day of April 2023.



**Volusia County Council Member Matt Reinhart, Chairperson
Transportation Disadvantaged Local Coordinating Board (TDLCB)**

ATTEST:



**Pamela Blankenship, Recording Secretary
River to Sea Transportation Planning Organization**

Select Year: 2020 ▼

The 2020 Florida Statutes

[Title XXVI](#)[Chapter 339](#)[View Entire Chapter](#)[PUBLIC TRANSPORTATION](#)[TRANSPORTATION FINANCE AND PLANNING](#)**339.175 Metropolitan planning organization.—**

(1) **PURPOSE.**—It is the intent of the Legislature to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas of this state while minimizing transportation-related fuel consumption, air pollution, and greenhouse gas emissions through metropolitan transportation planning processes identified in this section. To accomplish these objectives, metropolitan planning organizations, referred to in this section as M.P.O.'s, shall develop, in cooperation with the state and public transit operators, transportation plans and programs for metropolitan areas. The plans and programs for each metropolitan area must provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as an intermodal transportation system for the metropolitan area, based upon the prevailing principles provided in s. [334.046\(1\)](#). The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive, to the degree appropriate, based on the complexity of the transportation problems to be addressed. To ensure that the process is integrated with the statewide planning process, M.P.O.'s shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. For the purposes of this section, those facilities include the facilities on the Strategic Intermodal System designated under s. [339.63](#) and facilities for which projects have been identified pursuant to s. [339.2819\(4\)](#).

(2) DESIGNATION.—

(a)1. An M.P.O. shall be designated for each urbanized area of the state; however, this does not require that an individual M.P.O. be designated for each such area. Such designation shall be accomplished by agreement between the Governor and units of general-purpose local government representing at least 75 percent of the population of the urbanized area; however, the unit of general-purpose local government that represents the central city or cities within the M.P.O. jurisdiction, as defined by the United States Bureau of the Census, must be a party to such agreement.

2. To the extent possible, only one M.P.O. shall be designated for each urbanized area or group of contiguous urbanized areas. More than one M.P.O. may be designated within an existing urbanized area only if the Governor and the existing M.P.O. determine that the size and complexity of the existing urbanized area makes the designation of more than one M.P.O. for the area appropriate.

(b) Each M.P.O. designated in a manner prescribed by Title 23 of the United States Code shall be created and operated under the provisions of this section pursuant to an interlocal agreement entered into pursuant to s. [163.01](#). The signatories to the interlocal agreement shall be the department and the governmental entities designated by the Governor for membership on the M.P.O. Each M.P.O. shall be considered separate from the state or the governing body of a local government that is represented on the governing board of the M.P.O. or that is a signatory to the interlocal agreement creating the M.P.O. and shall have such powers and privileges that are provided under s. [163.01](#). If there is a conflict between this section and s. [163.01](#), this section prevails.

(c) The jurisdictional boundaries of an M.P.O. shall be determined by agreement between the Governor and the applicable M.P.O. The boundaries must include at least the metropolitan planning area, which is the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, and may encompass the entire metropolitan statistical area or the consolidated metropolitan statistical area.

(d) In the case of an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act, 42 U.S.C. ss. 7401 et seq., the boundaries of the metropolitan planning area in existence as of the date of enactment of this paragraph shall be retained, except that the boundaries may be adjusted by agreement of the Governor and affected metropolitan planning organizations in the manner described in this section. If more than one M.P.O. has authority within a metropolitan area or an area that is designated as a nonattainment area, each M.P.O. shall consult with other M.P.O.'s designated for such area and with the state in the coordination of plans and programs required by this section.

(e) The governing body of the M.P.O. shall designate, at a minimum, a chair, vice chair, and agency clerk. The chair and vice chair shall be selected from among the member delegates comprising the governing board. The agency clerk shall be charged with the responsibility of preparing meeting minutes and maintaining agency records. The clerk shall be a member of the M.P.O. governing board, an employee of the M.P.O., or other natural person.

Each M.P.O. required under this section must be fully operative no later than 6 months following its designation.

(3) VOTING MEMBERSHIP.—

(a) The voting membership of an M.P.O. shall consist of at least 5 but not more than 25 apportioned members, with the exact number determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor, as required by federal regulations. In accordance with 23 U.S.C. s. 134, the Governor may also allow M.P.O. members who represent municipalities to alternate with representatives from other municipalities within the metropolitan planning area which do not have members on the M.P.O. With the exception of instances in which all of the county commissioners in a single-county M.P.O. are members of the M.P.O. governing board, county commissioners shall compose at least one-third of the M.P.O. governing board membership. A multicounty M.P.O. may satisfy this requirement by any combination of county commissioners from each of the counties constituting the M.P.O. Voting members shall be elected officials of general-purpose local governments, one of whom may represent a group of general-purpose local governments through an entity created by an M.P.O. for that purpose. An M.P.O. may include, as part of its apportioned voting members, a member of a statutorily authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of Space Florida. As used in this section, the term "elected officials of a general-purpose local government" excludes constitutional officers, including sheriffs, tax collectors, supervisors of elections, property appraisers, clerks of the court, and similar types of officials. County commissioners shall compose not less than 20 percent of the M.P.O. membership if an official of an agency that operates or administers a major mode of transportation has been appointed to an M.P.O.

(b) In metropolitan areas in which authorities or other agencies have been or may be created by law to perform transportation functions and are or will be performing transportation functions that are not under the jurisdiction of a general-purpose local government represented on the M.P.O., such authorities or other agencies may be provided voting membership on the M.P.O. In all other M.P.O.'s in which transportation authorities or agencies are to be represented by elected officials from general-purpose local governments, the M.P.O. shall establish a process by which the collective interests of such authorities or other agencies are expressed and conveyed.

(c) Any other provision of this section to the contrary notwithstanding, a chartered county with over 1 million population may elect to reapportion the membership of an M.P.O. whose jurisdiction is wholly within the county. The charter county may exercise the provisions of this paragraph if:

1. The M.P.O. approves the reapportionment plan by a three-fourths vote of its membership;
2. The M.P.O. and the charter county determine that the reapportionment plan is needed to fulfill specific goals and policies applicable to that metropolitan planning area; and

3. The charter county determines the reapportionment plan otherwise complies with all federal requirements pertaining to M.P.O. membership.

Any charter county that elects to exercise the provisions of this paragraph shall notify the Governor in writing.

(d) Any other provision of this section to the contrary notwithstanding, any county as defined in s. 125.011(1) may elect to have its county commission serve as the M.P.O., if the M.P.O. jurisdiction is wholly contained within the county. Any charter county that elects to exercise the provisions of this paragraph shall so notify the Governor in writing. Upon receipt of such notification, the Governor must designate the county commission as the M.P.O. The Governor must appoint four additional voting members to the M.P.O., one of whom must be an elected official representing a municipality within the county, one of whom must be an expressway authority member, one of whom must be a person who does not hold elected public office and who resides in the unincorporated portion of the county, and one of whom must be a school board member.

(4) APPORTIONMENT.—

(a) Each M.P.O. shall review the composition of its membership in conjunction with the decennial census, as prepared by the United States Department of Commerce, Bureau of the Census, and with the agreement of the Governor and the affected general-purpose local government units that constitute the existing M.P.O., reapportion the membership as necessary to comply with subsection (3). At the request of a majority of the affected units of general-purpose local government comprising an M.P.O., the Governor and a majority of units of general-purpose local government serving on an M.P.O. shall cooperatively agree upon and prescribe who may serve as an alternate member and a method for appointing alternate members, who may vote at any M.P.O. meeting that he or she attends in place of a regular member. The method must be set forth as a part of the interlocal agreement describing the M.P.O. membership or in the operating procedures and bylaws of the M.P.O. The governmental entity so designated shall appoint the appropriate number of members to the M.P.O. from eligible officials.

Representatives of the department shall serve as nonvoting advisers to the M.P.O. governing board. Additional nonvoting advisers may be appointed by the M.P.O. as deemed necessary; however, to the maximum extent feasible, each M.P.O. shall seek to appoint nonvoting representatives of various multimodal forms of transportation not otherwise represented by voting members of the M.P.O. An M.P.O. shall appoint nonvoting advisers representing major military installations located within the jurisdictional boundaries of the M.P.O. upon the request of the aforesaid major military installations and subject to the agreement of the M.P.O. All nonvoting advisers may attend and participate fully in governing board meetings but may not vote or be members of the governing board.

(b) Except for members who represent municipalities on the basis of alternating with representatives from other municipalities that do not have members on the M.P.O. as provided in paragraph (3)(a), the members of an M.P.O. shall serve 4-year terms. Members who represent municipalities on the basis of alternating with representatives from other municipalities that do not have members on the M.P.O. as provided in paragraph (3)(a) may serve terms of up to 4 years as further provided in the interlocal agreement described in paragraph (2)(b). The membership of a member who is a public official automatically terminates upon the member's leaving his or her elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the entity's governing board represented by the member. A vacancy shall be filled by the original appointing entity. A member may be reappointed for one or more additional 4-year terms.

(c) If a governmental entity fails to fill an assigned appointment to an M.P.O. within 60 days after notification by the Governor of its duty to appoint, that appointment shall be made by the Governor from the eligible representatives of that governmental entity.

(5) AUTHORITY AND RESPONSIBILITY.—The authority and responsibility of an M.P.O. is to manage a continuing, cooperative, and comprehensive transportation planning process that, based upon the prevailing principles provided in s. 334.046(1), results in the development of plans and programs which are consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government the boundaries of which are within the metropolitan area of the M.P.O. An M.P.O. shall be the forum for cooperative decisionmaking by officials of the affected governmental entities in the development of the plans and programs required by subsections (6), (7), (8), and (9).

(6) **POWERS, DUTIES, AND RESPONSIBILITIES.**—The powers, privileges, and authority of an M.P.O. are those specified in this section or incorporated in an interlocal agreement authorized under s. 163.01. Each M.P.O. shall perform all acts required by federal or state laws or rules, now and subsequently applicable, which are necessary to qualify for federal aid. It is the intent of this section that each M.P.O. shall be involved in the planning and programming of transportation facilities, including, but not limited to, airports, intercity and high-speed rail lines, seaports, and intermodal facilities, to the extent permitted by state or federal law.

(a) Each M.P.O. shall, in cooperation with the department, develop:

1. A long-range transportation plan pursuant to the requirements of subsection (7);
 2. An annually updated transportation improvement program pursuant to the requirements of subsection (8);
- and
3. An annual unified planning work program pursuant to the requirements of subsection (9).

(b) In developing the long-range transportation plan and the transportation improvement program required under paragraph (a), each M.P.O. shall provide for consideration of projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and nonmotorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

(c) In order to provide recommendations to the department and local governmental entities regarding transportation plans and programs, each M.P.O. shall:

1. Prepare a congestion management system for the metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law;
2. Assist the department in mapping transportation planning boundaries required by state or federal law;
3. Assist the department in performing its duties relating to access management, functional classification of roads, and data collection;
4. Execute all agreements or certifications necessary to comply with applicable state or federal law;
5. Represent all the jurisdictional areas within the metropolitan area in the formulation of transportation plans and programs required by this section; and
6. Perform all other duties required by state or federal law.

(d) Each M.P.O. shall appoint a technical advisory committee, the members of which shall serve at the pleasure of the M.P.O. The membership of the technical advisory committee must include, whenever possible, planners; engineers; representatives of local aviation authorities, port authorities, and public transit authorities or representatives of aviation departments, seaport departments, and public transit departments of municipal or county governments, as applicable; the school superintendent of each county within the jurisdiction of the M.P.O. or the superintendent's designee; and other appropriate representatives of affected local governments. In addition to any other duties assigned to it by the M.P.O. or by state or federal law, the technical advisory committee is responsible for considering safe access to schools in its review of transportation project priorities, long-range transportation plans, and transportation improvement programs, and shall advise the M.P.O. on such matters. In addition, the technical advisory committee shall coordinate its actions with local school boards and other local programs and organizations within the metropolitan area which participate in school safety activities, such as locally established community traffic safety teams. Local school boards must provide the appropriate M.P.O. with information concerning future school sites and in the coordination of transportation service.

(e)1. Each M.P.O. shall appoint a citizens' advisory committee, the members of which serve at the pleasure of the M.P.O. The membership on the citizens' advisory committee must reflect a broad cross-section of local

residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.

2. Notwithstanding the provisions of subparagraph 1., an M.P.O. may, with the approval of the department and the applicable federal governmental agency, adopt an alternative program or mechanism to ensure citizen involvement in the transportation planning process.

(f)1. The department shall allocate to each M.P.O., for the purpose of accomplishing its transportation planning and programming duties, an appropriate amount of federal transportation planning funds.

2. In a county as defined in s. 125.011(1), the M.P.O. may not assess any fees for municipalities, counties, or other governmental entities that are members of the M.P.O.

(g) Each M.P.O. shall have an executive or staff director who reports directly to the M.P.O. governing board for all matters regarding the administration and operation of the M.P.O. and any additional personnel as deemed necessary. The executive director and any additional personnel may be employed either by an M.P.O. or by another governmental entity, such as a county, city, or regional planning council, that has a staff services agreement signed and in effect with the M.P.O. Each M.P.O. may enter into contracts with local or state agencies, private planning firms, private engineering firms, or other public or private entities to accomplish its transportation planning and programming duties and administrative functions.

(h) In order to enhance their knowledge, effectiveness, and participation in the urbanized area transportation planning process, each M.P.O. shall provide training opportunities and training funds specifically for local elected officials and others who serve on an M.P.O. The training opportunities may be conducted by an individual M.P.O. or through statewide and federal training programs and initiatives that are specifically designed to meet the needs of M.P.O. board members.

(i) The Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee is created within the Tampa Bay Area Regional Transit Authority, composed of the M.P.O.'s serving Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties. The authority shall provide administrative support and direction to the committee. The committee must, at a minimum:

1. Coordinate transportation projects deemed to be regionally significant by the committee.
2. Review the impact of regionally significant land use decisions on the region.
3. Review all proposed regionally significant transportation projects in the respective transportation improvement programs which affect more than one of the M.P.O.'s represented on the committee.
4. Institute a conflict resolution process to address any conflict that may arise in the planning and programming of such regionally significant projects.

(j)1. The Legislature finds that the state's rapid growth in recent decades has caused many urbanized areas subject to M.P.O. jurisdiction to become contiguous to each other. As a result, various transportation projects may cross from the jurisdiction of one M.P.O. into the jurisdiction of another M.P.O. To more fully accomplish the purposes for which M.P.O.'s have been mandated, M.P.O.'s shall develop coordination mechanisms with one another to expand and improve transportation within the state. The appropriate method of coordination between M.P.O.'s shall vary depending upon the project involved and given local and regional needs. Consequently, it is appropriate to set forth a flexible methodology that can be used by M.P.O.'s to coordinate with other M.P.O.'s and appropriate political subdivisions as circumstances demand.

2. Any M.P.O. may join with any other M.P.O. or any individual political subdivision to coordinate activities or to achieve any federal or state transportation planning or development goals or purposes consistent with federal or state law. When an M.P.O. determines that it is appropriate to join with another M.P.O. or any political subdivision to coordinate activities, the M.P.O. or political subdivision shall enter into an interlocal agreement pursuant to s. 163.01, which, at a minimum, creates a separate legal or administrative entity to coordinate the transportation planning or development activities required to achieve the goal or purpose; provides the purpose for which the entity is created; provides the duration of the agreement and the entity and specifies how the agreement may be terminated, modified, or rescinded; describes the precise organization of the entity, including who has voting rights on the governing board, whether alternative voting members are provided for, how voting members are appointed, and what the relative voting strength is for each constituent M.P.O. or political subdivision; provides the

manner in which the parties to the agreement will provide for the financial support of the entity and payment of costs and expenses of the entity; provides the manner in which funds may be paid to and disbursed from the entity; and provides how members of the entity will resolve disagreements regarding interpretation of the interlocal agreement or disputes relating to the operation of the entity. Such interlocal agreement shall become effective upon its recordation in the official public records of each county in which a member of the entity created by the interlocal agreement has a voting member. This paragraph does not require any M.P.O.'s to merge, combine, or otherwise join together as a single M.P.O.

(7) **LONG-RANGE TRANSPORTATION PLAN.**—Each M.P.O. must develop a long-range transportation plan that addresses at least a 20-year planning horizon. The plan must include both long-range and short-range strategies and must comply with all other state and federal requirements. The prevailing principles to be considered in the long-range transportation plan are: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. The long-range transportation plan must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the M.P.O. Each M.P.O. is encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions. The approved long-range transportation plan must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. The long-range transportation plan must, at a minimum:

(a) Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. The long-range transportation plan must give emphasis to those transportation facilities that serve national, statewide, or regional functions, and must consider the goals and objectives identified in the Florida Transportation Plan as provided in s. [339.155](#). If a project is located within the boundaries of more than one M.P.O., the M.P.O.'s must coordinate plans regarding the project in the long-range transportation plan.

(b) Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources which are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the long-range transportation plan, the M.P.O. and the department shall cooperatively develop estimates of funds that will be available to support the plan implementation. Innovative financing techniques may be used to fund needed projects and programs. Such techniques may include the assessment of tolls, the use of value capture financing, or the use of value pricing.

(c) Assess capital investment and other measures necessary to:

1. Ensure the preservation of the existing metropolitan transportation system including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and

2. Make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as automated driving systems and other developments.

(d) Indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising.

(e) In addition to the requirements of paragraphs (a)-(d), in metropolitan areas that are classified as nonattainment areas for ozone or carbon monoxide, the M.P.O. must coordinate the development of the long-range

transportation plan with the State Implementation Plan developed pursuant to the requirements of the federal Clean Air Act.

In the development of its long-range transportation plan, each M.P.O. must provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan. The long-range transportation plan must be approved by the M.P.O.

(8) **TRANSPORTATION IMPROVEMENT PROGRAM.**—Each M.P.O. shall, in cooperation with the state and affected public transportation operators, develop a transportation improvement program for the area within the jurisdiction of the M.P.O. In the development of the transportation improvement program, each M.P.O. must provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed transportation improvement program.

(a) Each M.P.O. is responsible for developing, annually, a list of project priorities and a transportation improvement program. The prevailing principles to be considered by each M.P.O. when developing a list of project priorities and a transportation improvement program are: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. The transportation improvement program will be 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 in accordance with existing and subsequent federal and state laws and rules and regulations related thereto. The transportation improvement program shall be consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government whose boundaries are within the metropolitan area of the M.P.O. and include those projects programmed pursuant to s. 339.2819(4).

(b) Each M.P.O. annually shall prepare a list of project priorities and shall submit the list to the appropriate district of the department by October 1 of each year; however, the department and a metropolitan planning organization may, in writing, agree to vary this submittal date. Where more than one M.P.O. exists in an urbanized area, the M.P.O.'s shall coordinate in the development of regionally significant project priorities. The list of project priorities must be formally reviewed by the technical and citizens' advisory committees, and approved by the M.P.O., before it is transmitted to the district. The approved list of project priorities must be used by the district in developing the district work program and must be used by the M.P.O. in developing its transportation improvement program. The annual list of project priorities must be based upon project selection criteria that, at a minimum, consider the following:

1. The approved M.P.O. long-range transportation plan;
2. The Strategic Intermodal System Plan developed under s. 339.64.
3. The priorities developed pursuant to s. 339.2819(4).
4. The results of the transportation management systems; and
5. The M.P.O.'s public-involvement procedures.

(c) The transportation improvement program must, at a minimum:

1. Include projects and project phases to be funded with state or federal funds within the time period of the transportation improvement program and which are recommended for advancement during the next fiscal year and 4 subsequent fiscal years. Such projects and project phases must be consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government located within the jurisdiction of the M.P.O. For informational purposes, the transportation improvement program shall also include a list of projects to be funded from local or private revenues.

2. Include projects within the metropolitan area which are proposed for funding under 23 U.S.C. s. 134 of the Federal Transit Act and which are consistent with the long-range transportation plan developed under subsection

(7).

3. Provide a financial plan that demonstrates how the transportation improvement program can be implemented; indicates the resources, both public and private, that are reasonably expected to be available to accomplish the program; identifies any innovative financing techniques that may be used to fund needed projects and programs; and may include, for illustrative purposes, additional projects that would be included in the approved transportation improvement program if reasonable additional resources beyond those identified in the financial plan were available. Innovative financing techniques may include the assessment of tolls, the use of value capture financing, or the use of value pricing. The transportation improvement program may include a project or project phase only if full funding can reasonably be anticipated to be available for the project or project phase within the time period contemplated for completion of the project or project phase.

4. Group projects and project phases of similar urgency and anticipated staging into appropriate staging periods.

5. Indicate how the transportation improvement program relates to the long-range transportation plan developed under subsection (7), including providing examples of specific projects or project phases that further the goals and policies of the long-range transportation plan.

6. Indicate whether any project or project phase is inconsistent with an approved comprehensive plan of a unit of local government located within the jurisdiction of the M.P.O. If a project is inconsistent with an affected comprehensive plan, the M.P.O. must provide justification for including the project in the transportation improvement program.

7. Indicate how the improvements are consistent, to the maximum extent feasible, with affected seaport, airport, and spaceport master plans and with public transit development plans of the units of local government located within the jurisdiction of the M.P.O. If a project is located within the boundaries of more than one M.P.O., the M.P.O.'s must coordinate plans regarding the project in the transportation improvement program.

(d) Projects included in the transportation improvement program and that have advanced to the design stage of preliminary engineering may be removed from or rescheduled in a subsequent transportation improvement program only by the joint action of the M.P.O. and the department. Except when recommended in writing by the district secretary for good cause, any project removed from or rescheduled in a subsequent transportation improvement program shall not be rescheduled by the M.P.O. in that subsequent program earlier than the 5th year of such program.

(e) During the development of the transportation improvement program, the M.P.O. shall, in cooperation with the department and any affected public transit operation, provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with reasonable notice of and an opportunity to comment on the proposed program.

(f) The adopted annual transportation improvement program for M.P.O.'s in nonattainment or maintenance areas must be submitted to the district secretary and the Department of Economic Opportunity at least 90 days before the submission of the state transportation improvement program by the department to the appropriate federal agencies. The annual transportation improvement program for M.P.O.'s in attainment areas must be submitted to the district secretary and the Department of Economic Opportunity at least 45 days before the department submits the state transportation improvement program to the appropriate federal agencies; however, the department, the Department of Economic Opportunity, and a metropolitan planning organization may, in writing, agree to vary this submittal date. The Governor or the Governor's designee shall review and approve each transportation improvement program and any amendments thereto.

(g) The Department of Economic Opportunity shall review the annual transportation improvement program of each M.P.O. for consistency with the approved local government comprehensive plans of the units of local government whose boundaries are within the metropolitan area of each M.P.O. and shall identify those projects that are inconsistent with such comprehensive plans. The Department of Economic Opportunity shall notify an M.P.O. of any transportation projects contained in its transportation improvement program which are inconsistent

with the approved local government comprehensive plans of the units of local government whose boundaries are within the metropolitan area of the M.P.O.

(h) The M.P.O. shall annually publish or otherwise make available for public review the annual listing of projects for which federal funds have been obligated in the preceding year. Project monitoring systems must be maintained by those agencies responsible for obligating federal funds and made accessible to the M.P.O.'s.

(9) UNIFIED PLANNING WORK PROGRAM.—Each M.P.O. shall develop, in cooperation with the department and public transportation providers, a unified planning work program that lists all planning tasks to be undertaken during the program year. The unified planning work program must provide a complete description of each planning task and an estimated budget therefor and must comply with applicable state and federal law.

(10) AGREEMENTS.—

(a) Each M.P.O. shall execute the following written agreements, which shall be reviewed, and updated as necessary, every 5 years:

1. An agreement with the department clearly establishing the cooperative relationship essential to accomplish the transportation planning requirements of state and federal law.

2. An agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the metropolitan areas, specifying the means by which activities will be coordinated and how transportation planning and programming will be part of the comprehensive planned development of the area.

3. An agreement with operators of public transportation systems, including transit systems, commuter rail systems, airports, seaports, and spaceports, describing the means by which activities will be coordinated and specifying how public transit, commuter rail, aviation, seaport, and aerospace planning and programming will be part of the comprehensive planned development of the metropolitan area.

(b) An M.P.O. may execute other agreements required by state or federal law or as necessary to properly accomplish its functions.

(11) METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL.—

(a) A Metropolitan Planning Organization Advisory Council is created to augment, and not supplant, the role of the individual M.P.O.'s in the cooperative transportation planning process described in this section.

(b) The council shall consist of one representative from each M.P.O. and shall elect a chairperson annually from its number. Each M.P.O. shall also elect an alternate representative from each M.P.O. to vote in the absence of the representative. Members of the council do not receive any compensation for their services, but may be reimbursed from funds made available to council members for travel and per diem expenses incurred in the performance of their council duties as provided in s. [112.061](#).

(c) The powers and duties of the Metropolitan Planning Organization Advisory Council are to:

1. Enter into contracts with individuals, private corporations, and public agencies.

2. Acquire, own, operate, maintain, sell, or lease personal property essential for the conduct of business.

3. Accept funds, grants, assistance, gifts, or bequests from private, local, state, or federal sources.

4. Establish bylaws by action of its governing board providing procedural rules to guide its proceedings and consideration of matters before the council, or, alternatively, adopt rules pursuant to ss. [120.536\(1\)](#) and [120.54](#) to implement provisions of law conferring powers or duties upon it.

5. Assist M.P.O.'s in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law.

6. Serve as a clearinghouse for review and comment by M.P.O.'s on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized area transportation and systematic planning processes instituted pursuant to s. [339.155](#).

7. Employ an executive director and such other staff as necessary to perform adequately the functions of the council, within budgetary limitations. The executive director and staff are exempt from part II of chapter 110 and serve at the direction and control of the council. The council is assigned to the Office of the Secretary of the Department of Transportation for fiscal and accountability purposes, but it shall otherwise function independently of the control and direction of the department.

8. Adopt an agency strategic plan that prioritizes steps the agency will take to carry out its mission within the context of the state comprehensive plan and any other statutory mandates and directives.

(12) APPLICATION OF FEDERAL LAW.—Upon notification by an agency of the Federal Government that any provision of this section conflicts with federal laws or regulations, such federal laws or regulations will take precedence to the extent of the conflict until such conflict is resolved. The department or an M.P.O. may take any necessary action to comply with such federal laws and regulations or to continue to remain eligible to receive federal funds.

(13) VOTING REQUIREMENTS.—Each long-range transportation plan required pursuant to subsection (7), each annually updated Transportation Improvement Program required under subsection (8), and each amendment that affects projects in the first 3 years of such plans and programs must be approved by each M.P.O. on a recorded roll call vote, or hand-counted vote, of a majority of the membership present.

History.—s. 1, ch. 79-219; s. 1, ch. 82-9; s. 219, ch. 84-309; s. 3, ch. 84-332; s. 30, ch. 85-55; ss. 1, 2, ch. 87-61; ss. 1, 2, ch. 88-86; s. 1, ch. 88-163; s. 6, ch. 89-301; s. 79, ch. 90-136; s. 4, ch. 92-152; s. 60, ch. 93-164; s. 502, ch. 95-148; s. 54, ch. 95-257; s. 53, ch. 96-323; s. 25, ch. 97-280; s. 70, ch. 98-200; s. 9, ch. 99-256; ss. 33, 103, ch. 99-385; s. 20, ch. 2000-266; s. 23, ch. 2002-183; s. 8, ch. 2003-286; s. 4, ch. 2004-366; s. 6, ch. 2005-281; s. 22, ch. 2005-290; s. 40, ch. 2007-196; s. 70, ch. 2008-4; s. 30, ch. 2008-227; s. 240, ch. 2011-142; s. 55, ch. 2012-174; s. 17, ch. 2014-223; s. 17, ch. 2016-181; s. 44, ch. 2016-239; s. 1, ch. 2017-98; s. 12, ch. 2019-101; s. 11, ch. 2019-169.

Note.—Former s. 334.215.



River to Sea TPO Connected and Automated Vehicle (CAV) Readiness Study (Technology Transition Plan) **(adopted June 2020)**

The River to Sea Transportation Planning Organization (TPO) is preparing for the impacts of transformational technologies (including connected and automated vehicles) and the opportunities created by new applications of these technologies through the production of this planning project. In 2020, the TPO began the project by conducting a thorough review of connected and automated vehicle (CAV) readiness, including an assessment of the region's preparedness to adopt and adapt to new technologies and mobility solutions. The results of the assessment are combined with industry expert recommendations to form this Technology Transition Plan (TTP). This TTP outlines the TPO's goals and objectives for adopting and adapting to transformational transportation technologies. This TTP also provides decision-maker guidance for updating policies and procedures to keep pace with rapidly evolving technology. Most importantly, the TTP outlines a transition plan that is specific to the River to Sea TPO planning area for adopting transformational technologies at the local community level and for incorporating new transportation technologies into regional plans, land development codes, and funding.

The link to the R2CTPO Connected and Automated Vehicle (CAV) Study and Technology Transition Plan is:

https://www.r2ctpo.org/wp-content/uploads/R2CTPO_CAV-Technology-Transition-Plan_FINAL_June2020.pdf

Beverly Beach	DeBary	Flagler Beach	New Smyrna Beach	Palm Coast	South Daytona
Bunnell	DeLand	Flagler County	Oak Hill	Pierson	Volusia County
Daytona Beach	Deltona	Holly Hill	Orange City	Ponce Inlet	
Daytona Beach Shores	Edgewater	Lake Helen	Ormond Beach	Port Orange	



River to Sea TPO Bicycle and Pedestrian Plan **(adopted 03-28-18)**

The River to Sea Transportation Planning Organization (TPO) Bicycle and Pedestrian Plan establishes a regional framework for the existing and future transportation network in the planning area. It is part of the TPO's "3-C" planning process (continuing, cooperative and comprehensive planning) that results in the development of transportation plans and programs. This plan, along with the Priority Project Process, feeds into the update of the 2045 Long Range Transportation Plan. It is a comprehensive and strategic document that consolidates prior plans, local and regional projects. A Vision, Goals and Objectives are established around the "4 Es" of bicycle and pedestrian planning – education, encouragement, engineering and enforcement. This plan was developed with guidance from the TPO's Bicycle and Pedestrian Advisory Committee (BPAC) and Bicycle and Pedestrian Plan Subcommittee. The review process included the Citizens Advisory Committee (CAC), Technical Coordinating Committee (TCC) and TPO staff. This plan is intended to serve as a resource for non-motorized travel on roadways, multi-use trails, sidewalks, and bicycle lanes in Volusia and Flagler Counties.

The link to the R2CTPO Bicycle and Pedestrian Plan is:

<https://www.r2ctpo.org/planning-studies/bicycle-pedestrian/draft-bicycle-pedestrian-plan/>

Beverly Beach	DeBary	Flagler Beach	New Smyrna Beach	Palm Coast	South Daytona
Bunnell	DeLand	Flagler County	Oak Hill	Pierson	Volusia County
Daytona Beach	Deltona	Holly Hill	Orange City	Ponce Inlet	
Daytona Beach Shores	Edgewater	Lake Helen	Ormond Beach	Port Orange	



Community Safety Action Plan (CSAP)



Adopted by the River to Sea TPO Board on 11-27-19

INTRODUCTION & OVERVIEW

A safe community is one where people are able to participate and live their lives in an environment without fear or risk of harm or injury. The River to Sea Transportation Planning Organization (TPO) has developed this Community Safety Action Plan (CSAP) to address and improve transportation safety within our local community. The plan has been developed through a collaborative approach and is based on local data.

Providing a safe transportation system is extremely important to the River to Sea TPO and in the past few years, a number of activities have been pursued, including:

- the development of the Long Range Transportation Plan (LRTP) that addresses safety
- the establishment of ranking criteria that assigns points for infrastructure projects that address unsafe conditions and funds construction projects that improve safety
- completion of safety planning studies such as the School Safety Studies, SR/CR A1A Pedestrian Safety and Mobility Study, Roadway Safety Evaluation and Improvement Study, etc.
- participation in safety awareness events such as White Cane Awareness/Pedestrian Safety Day, summer school helmet fittings, Mobility Week safety events, etc.

The River to Sea TPO, in partnership with community agencies such as the Florida Department of Health in Volusia & Flagler, law enforcement agencies and local cities and counties, has worked to address the five “E’s” of safety; engineering, enforcement, education, encouragement and evaluation.



BACKGROUND & PROJECT APPROACH

The CSAP was included in the TPO's FY 2018/19 and 2019/20 Unified Planning Work Program to be completed in 2019. The purpose is to assess existing safety strategies utilized in our planning area and identify community outreach activities that will build upon those efforts to further promote safety. CSAP focus areas will be used to develop a work plan for TPO staff.

Community safety has been consistently identified as a high priority for our residents, tourists and visitors. In the River to Sea TPO's 2018 Tell the TPO Survey, some of the key findings included:

- **Investing in safety and convenience will make travel choices more attractive:**
Respondents to the survey indicated that they would walk or bicycle more if additional high quality bicycle and pedestrian facilities were constructed. Many felt more should funding should be invested improving walking conditions.
- **Improving roadway safety and efficiency are highest priorities:**
Respondents identified the improvement of safety and transit service as the types of transportation projects that are the highest priorities.

Among the responses to the survey, more than 50% cited safety concerns as reasons they do not walk or bike. It is clear to see that safety is an issue that must be addressed.

This CSAP will review recent safety data and compare it with safety strategies and initiatives that are currently underway in our community. This will help to identify areas that need more attention in order to reduce unsafe activities in our community.

COMMUNITY SAFETY ANALYSIS

STAKEHOLDER/PUBLIC INPUT

The development of this plan began with a review of safety data captured from the past five years through Signal Four Analytics as well as through the TPO's Crash Analysis Report and Roadway Safety Evaluation & Improvement Study. Current safety campaigns and initiatives in our planning area were identified. A stakeholder group and the TPO's committees and board convened to discuss the data and strategies and to offer potential ideas that would increase safety. The following agencies and groups provided input into this plan:

- Florida Department of Transportation (FDOT) District 5
- Volusia County Sheriff's Office
- Embry-Riddle Aeronautical University
- Safe Kids Coalition
- Halifax Heritage Byway
- Daytona Beach Mayors' Alliance
- River to Sea TPO Committees & Board
- Volusia County Traffic Engineering
- City of Ormond Beach
- Halifax Council of the Blind

STATISTICS/DATA

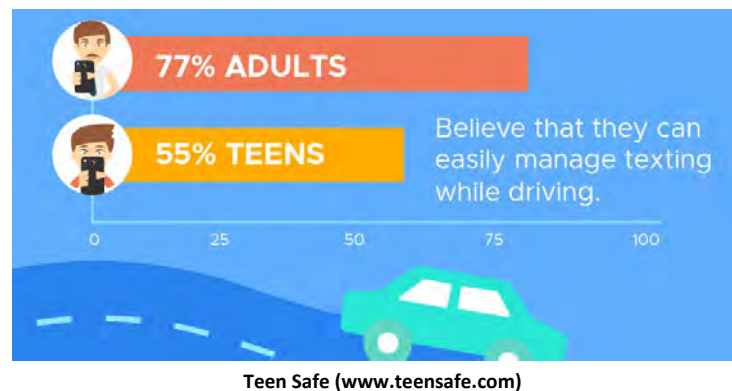
A review of the data determined that there were two things that contribute the most to deaths and injuries: ***distracted driving*** and ***speeding***.

DISTRACTED DRIVING

Distracted driving can be defined as driving while not fully paying attention to the road. Many people think of texting and driving or talking on the phone when driving; however, you can also be distracted by:

- Reaching for your phone
- Changing the radio station
- Daydreaming
- Checking your GPS
- Taking a photo
- Checking email
- Posting to social media sites
- Eating and drinking
- Putting on makeup/grooming

Even speaking to a passenger in your car can be a distraction. You are distracted ANY TIME your mind and/or your eyes are taken off the road. In 2018, there were 1,383 distracted driving crashes in Volusia and Flagler Counties; accounting for about 14% of all crashes. This number is likely underreported and has been estimated to contribute to at least 25% of all crashes. Driver distraction is reported by the National Safety Council to be responsible for more than 58% of teen crashes. In addition, nine people in the U.S. are killed each day as a result of crashes involving a distracted driver, according to the Department of Motor Vehicles.



On July 1, 2019, the Wireless Communications While Driving Law, Section 316.305, Florida Statutes, took effect. The law requires that drivers put their phones down and focus on driving. Law enforcement is now able to stop drivers and issue tickets to motorists who are texting and driving. The law also prohibits any use of wireless handheld devices in school and work (construction) zones.

The two most common crash types are rear end collisions and lane departures. Rear end collisions account for nearly 28% of all crashes; the majority being in daylight hours and dry conditions. It can be inferred from this data that many of these crashes are the result of a distracted driver; the driver not paying attention and being unable to brake in time for a stopped

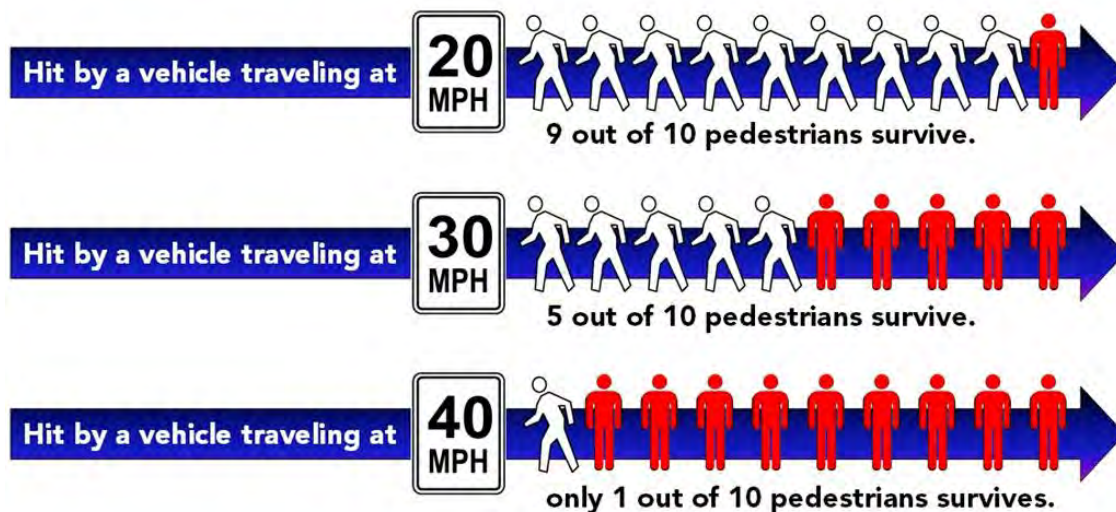
vehicle in front of them. The second most common, at 25% of all crashes, are lane departures. Lane departures can be due to driver distraction or being drowsy or impaired. Combining the top two crashes accounts for more than 50% of all collisions, most of which are due to distraction.

SPEEDING

Speeding is defined as the act or practice of exceeding the posted speed limit. Speed also affects safety when drivers are travelling too fast for road conditions, such as during bad weather, when a road is under repair, or in an area at night that isn't well lit. In Volusia and Flagler Counties, speeding is a contributing factor in 81% of all crashes. About 28% of all traffic deaths that occur each year are caused by a speeding driver. A study from the National Transportation Safety Board declares there's a singular and unequivocal reason for the rise in traffic deaths: speed is what's killing Americans.

The TPO planning area ranks high for bicycle and pedestrian injuries and fatalities. While some of these can be attributed to the bicycle and pedestrian behavior, many more are attributed to driver behavior. By reducing speeding and distracted driving, bicycle and pedestrian injuries and fatalities will decrease.

The chart below shows the difference speed can make on the survival rate of pedestrians.



The potential consequences for vehicles that speed include:

- Greater potential for losing control of the vehicle;
- Reduced effectiveness of protection equipment;
- Increased stopping distance after the driver perceives a danger; and
- Increased severity of crashes resulting in more severe injuries or fatalities.

This plan focuses on recommendations to reduce speeding and distracted driving.

PREVIOUS WORK EFFORTS

In order to develop recommendations that will have an impact on safety in our area, it is important to look at what is currently being done. Below is a table of many of the initiatives and strategies that are currently occurring:

Initiatives/Strategies	Agency	Focus Area
Alert Today, Alive Tomorrow	FDOT	Safety
Education Initiatives – Advertisements	FDOT	Safety
Put it Down, Focus on Driving	FLHSMV/FDOT	Distracted Driving
Florida Traffic & Bicycle Safety Education Program	FDOT/UF	Bike/Ped Safety
Safe Routes to School Program	FDOT	Bike/Ped Safety
Best Foot Forward Pedestrian Safety Initiative	Bike/Walk Central Florida	Pedestrian Safety
High Visibility Law Enforcement	FDOT/Local Governments	Pedestrian Safety
Arrive Alive, Buckle Up	FLHSMV	Safety
Community Traffic Safety Teams	FDOT	Safety
School Safety Studies	River to Sea TPO	Safety
Bicycle Helmet Fittings	River to Sea TPO	Bicycle Safety
Corridor Assessments	River to Sea TPO	Safety
Bicycle and Pedestrian Master Plan	River to Sea TPO	Bike/Ped Safety
Safety Performance Targets	River to Sea TPO	Safety
Priority Project Process	River to Sea TPO	Safety
Teen Driver Challenge	Florida Sheriff's Association	Defensive Driving

It should be noted that the above listing is not an exhaustive list. It is evident upon reviewing the statistics over time that more needs to be done to drive down crashes, fatalities and injuries.

IMPLEMENTATION PLAN

1. Develop an Education and Awareness Campaign for Speeding and Distracted Driving

The first recommendation is to decrease distracted driving and speeding through an education and awareness campaign. A theme that was evident from the input that was received at the committee and stakeholder meetings was to teach obedience of the laws and safety throughout the school years, beginning in kindergarten and going all the way through high school. By doing this, following the laws and exhibiting safe behaviors will become instinctive and automatic. The TPO will partner with the Volusia and Flagler County school systems, local law enforcement agencies and the general public to develop a safety education and awareness campaign. This will not be an immediate fix; but one that will need to be monitored for many years to come before we can see its full effects.

2. Create a Targeted Print and Social Media Campaign

A second recommendation is to develop safety awareness materials geared toward distracted driving that can be distributed through the Hotel & Motel Lodging Association to be displayed at local hotels and motels as well as colleges and universities. These marketing materials may include posters and QR codes that passerby's can scan with their phones to get information.

3. Develop a Speakers' Group

A third recommendation is to partner with people who have been involved in life-changing accidents due to distracted drivers or speeders. The TPO will arrange a schedule for these individuals to speak to groups about their experiences. Groups may include college classes, high school classes, safety events and presentations, etc. This will encourage people to see that these are not just numbers we are talking about but real people who have had their lives forever changed.

4. Continue Existing Programs and Activities

The TPO will continue the programs and activities that are currently in place such as:

- Bicycle helmet fittings
- Participation in safety and health-related events
- Partnering with agencies such as the Florida Department of Health in Volusia and Flagler Counties, Florida Department of Transportation (FDOT) and local governments to promote change in human behavior
- Complete Streets development and implementation
- Continued monitoring of transportation safety performance measures for safety
- Development of safety studies



River to Sea Transportation Planning Organization

2023 LIST OF PRIORITY PROJECTS

STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS.....	2
SIS PLANNING STUDIES	4
REGIONALLY SIGNIFICANT, NON-SIS ROADWAY PROJECTS	5
TRAFFIC OPERATIONS, SAFETY, AND LOCAL INITIATIVES PROJECTS.....	7
BICYCLE/PEDESTRIAN AND B/P LOCAL INITIATIVES PROJECTS	14
SHARED USE NONMOTORIZED (SUN) TRAIL PROJECTS.....	19
TRANSIT PROJECTS.....	21
TRANSPORTATION PLANNING STUDIES	22
SU FUNDED PLANNING STUDIES	23
TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) ELIGIBLE PROJECTS	24
ABBREVIATIONS AND ACRONYMS.....	25

River to Sea TPO List of Prioritized Strategic Intermodal System (SIS) Projects
Adopted 6/28/2023

Rank ¹	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
1	4084642	I 4 widening to 10 Lanes (1-4 Beyond the Ultimate)	Volusia/Seminole county line to 1/2 mile east of SR 472	widening		ROW - \$36,923,000; CST - \$613,310,000	\$661,233,000	To be funded as a public-private partnership using tolled lanes PE was completed in 2017; Cost Estimate per Connect 2045 Cost Feasible Plan
	4084642	SR 472 - widen from 4 lanes to 6	Graves Av to Kentucky/MLK Blvd	widening				To be undertaken as part of the I-4 Beyond the Ultimate Project
	4084642	Saxon Blvd Ramp/Roadway	I-4 to Normandy Blvd	ramp improvements				To be undertaken as part of the I-4 Beyond the Ultimate Project
	4084642	Rhode Island Extension	Veterans Memorial Pkwy to Normandy Blvd	new road and ramps				To be undertaken as part of the I-4 Beyond the Ultimate Project
2	4102511	SR 15 (US 17) - widen to 4 lanes	DeLeon Springs Blvd to SR 40	widening - PE and ROW	PE - \$66,000 - FY 22/23		\$26,897,540	PE and ROW funding complete for full segment
	4102513	SR 15 (US 17) - widen to 4 lanes	DeLeon Springs Blvd to Lake Winona Rd (Segment 1)	widening - Construction	RRU - \$150,000 - FY 22/23 CST - \$32,289,103 - FY 22/23 CEI - \$1,922,347 - FY 22/23 ENV - \$6,500 - FY 22/23		\$34,367,950	Project divided into 4 segments for Construction Funding
	4102511	SR 15 (US 17) - widen to 4 lanes	Duke Energy Substation to N of SR 40 (Segment 2)	widening - Construction		CST - \$13,766,508	\$13,766,508	
	4102511	SR 15 (US 17) - widen to 4 lanes	South of Winona Rd to Deep Creep Bridge (Segment 3A)	widening - Construction		CST - \$29,957,818	\$29,957,818	
	4102511	SR 15 (US 17) - widen to 4 lanes	Deep Creek Bridge to Duke Energy Substation (Segment 3B)	widening - Construction		CST - \$17,132,794	\$17,132,794	
3	4289471	SR 40 - widen to 6 lanes	Williamson to Breakaway Tr	widening	ROW - \$4,570,000 - FY 24/25 - FY 26/27	CST - \$22,990,000	\$33,325,232	PD&E was completed in 2014; CST Cost estimates will be updated in design phase
4	2408371	SR 40 - widen to 4 lanes	Cone Rd to SR 11	widening	ROW - \$974,890 - FY 23/24-25/26	CST - \$49,098,000	\$59,734,457	PE/ENV was completed in 2016
5	2408361	SR 40 - widen to 4 lanes	SR 11 to SR 15 (US 17)	widening	ROW - \$2,485,836 - FY 23/24-24/25	CST - \$42,252,000	\$54,617,591	PE was completed in 2014 ENV was completed in 2017
6	4484561/ 4484562	I-95/LPGA Blvd Interchange Modifications	LPGA Blvd from US 92 to Williamson Blvd	Interchange Improvements and widening	ROW - \$7,050,000 - FY 25/26 - 26/27	CST - \$86,037,600	\$103,947,040	CST Cost Estimate per FDOT

¹Projects ranked 1-5 on the Prioritized SIS Project List remain in their current spot or move to the next higher spot until they are completed and drop out of the Work Program

River to Sea TPO List of Prioritized Statagic Intermodal System (SIS) Projects

Rank ¹	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
7	4362921	I-95/Pioneer Trail New Interchange	at Pioneer Trail	New Interchange	ROW - \$11,137,293 - FY 23/24 - -- FY 24/25		\$148,295,169	FULLY FUNDED
8	4197722	I-95/US 1 Interchange	at US 1	Interchange Improvements	ROW - \$3,350,000 - FY 26/27	CST - TBD	TBD	
9	--	I-95/SR 44 Interchange	at SR 44	Interchange Improvements		PDE - \$2,250,000 PE - TBD ROW - TBD CST - TBD	TBD	Cost Estimate per Connect 2045 Cost Feasible Plan; interim safety improvements funded through FM # 442932-1
10	--	SR 100 - widen to 6 lanes	Old Kings Rd to Belle Terre Pkwy	widening		ROW - \$3,170,000 CST - \$31,700,000	\$34,870,000	Cost Estimate per Connect 2045 Cost Feasible Plan

¹Projects ranked 1-5 on the Prioritized SIS Project List remain in their current spot or move to the next higher spot until they are completed and drop out of the Work Program

River to Sea TPO List of Prioritized SIS Planning Studies

Rank	FM #	Project Name	Project Limits	Project Sponsor	Programmed (Year)	Estimated Total Project Cost	Year Submitted	Comments
--		I-4 - Regional TSMO	Seminole County to I-95	--	--	TBD	--	Identified in Connect 2045 for Planning Study
--		SR 100	US 1 to I-95	--	--	TBD	--	Identified in Connect 2045 for Planning Study
--		I-95 at SR 442 Interchange	at SR 442 Interchange	--	--	TBD	--	Identified in Connect 2045 as Unfunded Need

River to Sea TPO List of Prioritized Regionally Significant Non-SIS Projects
Adopted 6/28/2023

Rank ²	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
1	4371211	US 1 intersections (from the US 1 AIS)	SR 5 (US 1) at Park Av	intersection improvements		ROW - \$2,800,000 CST - \$3,500,000	\$6,871,490	Southbound right turn lane added as part of FM# 4268891, US 1 Median Modifications; PE is for a signal system upgrade to improve intersection operations
2	4081781	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd) to SR 600 (US 92 - International Speedway Blvd)	Corridor Improvements		PE - TBD ROW - TBD CST - TBD	TBD	PE completed for road widening project in 2018; Project purpose and need reevaluated as part of the Connect 2045 analysis to include Complete Street Corridor Improvements Cost estimates to be updated following redesign of project
3	4159641	Old Kings Rd - widen from 2 lanes to 4	Palm Harbor Village Way (W) to Farnum Lane	widening	--	CST - \$20,210,000 CEI - \$849,750	\$21,059,750	PE completed 2018; ROW completed 2016
	4159641	Old Kings Rd - widen from 2 lanes to 4	Farnum Lane to Forrest Grove Dr	widening	--	CST - \$18,870,000 CEI - \$847,275	\$19,717,275	PE completed 2018; ROW completed 2016
4	--	SR 44 - widen from 2 to 4 lanes	Grand Ave to SR 15A	widening/ upgrades to improve access to SunRail station	--	PE - \$1,736,000 ROW - \$1,740,000 CST - \$17,360,000	\$20,836,000	Cost Estimate per Connect 2045 Cost Feasible Plan
5	4226271	US 92 – widen from 4 to 6 lanes	I-4 EB Ramps to SR 600 (US 92) to CR 415 (Tomoka Farms Rd)	widening		ROW - \$8,870,200 CST - \$32,000,000	\$37,500,000	PE & ENV completed 2017 ROW funding deferred in 2017 and 2019
6	4484561	Tomoka River Bridge (LPGA Blvd)	W of Champions Dr to E of Tomoka Farms Rd	Bridge Replacement	ROW - \$7,050,000 - FY 25/26 - 26/27	CST - \$86,037,600	\$103,947,040	Integrated into I-95 Interchange at LPGA Blvd project on SIS list; Included on Non-SIS list to show local commitment and priority
7	4355611	Old Kings Road Extension - Phase II	Matanzas Woods Pkwy to Old Kings Rd	new road construction		CST - \$7,580,000 CEI - \$758,908	\$8,338,908	Cost Estimate per Connect 2045 Cost Feasible Plan
8	4271181 and 4271182	Commerce Pkwy Connector Road – new 2 lane roadway	SR 100 to US 1	new road construction	--	CST - \$8,800,000 CEI - \$880,000	\$14,520,000	\$6,241,614 identified for CST in Connect 2045
9	--	SR 600/SR15 (US 17/92)	SR 472 to SR 15A (Taylor Rd)	ITS/ Operational Improvements	--	ROW - \$3,000,000 CST - \$27,000,000	\$30,000,000	Cost Estimate per Connect 2045 Cost Feasible Plan

²Projects ranked 1-5 on the Prioritized Non-SIS Project List remain in their current spot or move to the next higher spot until they are completed and drop out of the Work Program

River to Sea TPO List of Prioritized Regionally Significant Non-SIS Projects

Rank ²	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
10	--	SR 44 - widen 4 to 6 lanes	I-4 to Prevatt Ave	widening		PE - \$358,002 ROW - \$2,864,017 CST - \$3,580,021	\$6,802,040	Cost Estimate per Connect 2045 Cost Feasible Plan
11	--	US 1 - widen 4 to 6 lanes	Nova Rd to I-95	widening	--	PLN - \$931,446 PE - \$1,862,891 ROW - \$14,903,128 CST - \$18,628,910	\$36,326,375	Cost Estimate per Connect 2045 Cost Feasible Plan
12	--	SR 415 (Tomoka Farms Rd) - widen 2 to 4 lanes	Acorn Lake Rd to Lake Ashby Rd	widening	--	PLN - \$1,393,028 PE - \$2,786,056 ROW - \$22,288,448 CST - \$27,860,560	\$54,328,092	Cost Estimate per Connect 2045 Cost Feasible Plan
13	--	SR 415 (Tomoka Farms Rd) - widen 2 to 4 lanes	Lake Ashby Rd to SR 44	widening	--	PLN - \$1,659,024 PE - \$3,318,049 ROW - \$26,544,389 CST - \$33,180,486	\$64,701,948	Cost Estimate per Connect 2045 Cost Feasible Plan
14	--	SR 44 - widen from 4 to 6 lanes	SR 415 to Glencoe Rd	widening	--	PLN - \$1,467,336 PE - \$2,934,673 ROW - \$23,477,383 CST - \$29,346,729	\$57,226,121	Cost Estimate per Connect 2045 Cost Feasible Plan
15	--	SR 44 - widen from 2 to 4 lanes	Lake County to Grand Ave	widening	--	PLN - \$696,514 PE - \$1,393,028 ROW - \$11,144,224 CST - \$13,930,280	\$27,164,046	Cost Estimate per Connect 2045 Cost Feasible Plan
16	4102511 4102513	SR 15 (US 17)	DeLeon Springs Blvd to SR 40	widening	Segment 1: RRU - \$150,000 - FY 22/23 CST - \$32,289,103 - FY 22/23 CEI - \$1,922,347 - FY 22/23 ENV - \$6,500 - FY 22/23	CST - \$13,766,508 (Seg 2); \$29,957,818 (Seg 3A); \$17,132,794 (Seg 3B)	\$120,371,688	SIS Facility - Included on Non-SIS list to show local commitment and priority Segment 1 - DeLeon Springs Blvd to Lake Winona Rd Segment 2 - Duke Energy SubStation to N of SR 40 Segment 3A - S of Winona Rd to Deep Creek Bridge Segment 3B - Deep Creek Bridge to Duke Energy Substation

³Projects ranked 1-5 on the Prioritized Non-SIS Project List remain in their current spot or move to the next higher spot until they are completed and drop out of the Work Program

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects
Adopted 6/28/2023

Tier "A" - Projects with One or More Phases Funded										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4523541	Rhode Island/Leavitt Ave Roundabout	Rhode Island Ave at Leavitt Ave	Roundabout	Orange City	System Performance Safety	CST - \$1,524,357 - FY 23/24			19%	
4478331	Clyde Morris Boulevard Right Turn Lanes	Clyde Morris Boulevard Right Turn Lanes	Intersection Improvements	Port Orange	System Performance	PE - \$279,750 - FY 25/26 ROW - \$332,526 - FY 27/28	CST -		10%	
4439791	Fort Smith Blvd Paved Shoulders	Elkcam Blvd to Providence Blvd	Paved shoulders	Deltona	Safety	--	--	\$1,178,518	33%	Deferred by FDOT to FY 24/25 or later.
4319221	SR 44/Kepler Rd Roundabout	SR 44 at Kepler Rd	Intersection Improvements	Volusia County	Safety	PE - \$175,000 - FY 23/24 ROW - \$815,992 - FY 23/24 D/B - \$7,794,431 - FY 23/24	--	\$17,239,480	0%	FULLY-FUNDED
4389811	Turnbull Bay Road Paved Shoulders	from Pioneer Trail to RR Crossing	Paved shoulders	Volusia County	Safety	CST - \$2,111,782 - FY 22/23 CEI - \$291,413 - FY 22/23	--	\$2,403,195	10%	FULLY-FUNDED
4389801	Old New York Avenue Paved Shoulders and Lane Widening	from SR 44 to Railroad	Paved shoulders	Volusia County	Safety	CST - \$1,681,510 - FY 21/22 CEI - \$113,030 - FY 21/22	--	\$3,352,539	10%	FULLY-FUNDED
4389821	US 1 Traffic Signal Upgrades	US 1 at 3rd St, 6th St, 8th St, Walker St, and Flomich St	Traffic signal support system upgrade	Holly Hill	System Performance	PE - \$9,630 - FY 21/22 ROW - \$594,419 - FY 21/22 CST - \$2,458,408 - FY 21/22 CEI - \$525,005 - FY 21/22	--	\$3,883,144	0%	FULLY-FUNDED
4379421 and 4379422	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor improvements	Daytona Beach	Safety	ROW - \$3,920,983 - FY 22/23-24/25 RRU - \$1,669,643 - FY 22/23 CST - \$8,327,121 - FY 22/23 CEI - \$935,911 - FY 22/23 <u>Landscaping:</u> CST - \$1,327,444 - FY 24/25 CEI - \$10,860 - FY 24/25	--	\$26,337,633	0%	FULLY-FUNDED
4450101	Elkcam Blvd Paved Shoulders	Fort Smith Blvd to Sylvia Dr	Paved Shoulders	Deltona	Safety	CST - \$1,808,840 - FY 20/21 CEI - \$148,786 - FY 20/21	--	\$2,115,304	33%	FULLY-FUNDED PE and CEI Locally Funded

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

<i>Tier "A" - Projects with One or More Phases Funded</i>										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4379351	Barracuda Boulevard Bridge Replacement	between Middle Way and Quay Assisi	Bridge Replacement	New Smyrna Beach	Safety	--	--	\$4,891,985	25%	FULLY-FUNDED
4379361	5th Street Bridge Replacement	between Riverside Dr and Commodore Dr	Bridge Replacement	New Smyrna Beach	Safety	--	--	\$3,440,427	25%	FULLY-FUNDED
4477121 and 4477122	Pioneer Trail/Tomoka Farms Road Roundabout	Pioneer Trail at Tomoka Farms Road	Roundabout	Volusia County	Safety, System Performance	CST - \$2,432,749 - FY 23/24 CEI - \$270,000 - FY 23/24	--			FULLY-FUNDED PE and CEI Locally Funded
4497701	Dunlawton Avenue Turn Lanes	Various Locations	Intersection Improvements	Port Orange	System Performance	PE - \$610,050 - FY 22/23 ROW - \$290,940 - FY 24/25 CST - \$3,926,500 - FY 26/27 CEI - \$802,067 - FY 26/27	--	\$5,629,557	10%	FULLY-FUNDED
4498551	Whiteview Parkway	US 1 to I-95	Corridor Improvements	Palm Coast	Safety, System Performance	CST/CEI - \$5,851,949 - FY 22/23	--	\$7,472,101	10%	FULLY-FUNDED PE Locally Funded - CST/CEI funds at approx 78% Local Funded
4494751	Williamson Blvd Access Upgrades	Airport Rd to Taylor Rd	Corridor Improvements	Volusia County	Safety	PE - \$24,000 - FY 22/23 (LF) CST - \$386,525 - FY 24/25 CEI - \$55,000 - FY 24/25 (LF)	--	\$465,525	10%	FULLY FUNDED Design and CEI Locally Funded
4494691	LPGA Blvd at Jimmy Ann Dr	LPGA Blvd at Jimmy Ann Dr	Traffic Signal	Daytona Beach	System Performance	PE - \$92,360 - FY 22/23 (LF) CST - \$895,200 - FY 24/25 CEI - \$111,900 - FY 24/25	--	\$992,360	10%	FULLY-FUNDED Desing Locally Funded

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "B" - Projects Ready for Funding											
Rank³	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
1	Beach Street - Complete Streets Retrofit	Orange Ave to Main/Fairview St	Complete Street	Daytona Beach	Safety, System Performance	PE - \$617,000 (LF) CST - \$8,000,000 CEI - \$744,000	\$9,361,000	10%	2018	60.63	
2	SR 415 at Enterprise/Osteen Rd Traffic Signal	SR 415 at Enterprise/Osteen Rd	Traffic Signal	Volusia County	Safety	PE - \$60,000 CST - \$500,000 CEI - \$50,000	\$610,000	0%	2021	71.89	FDOT developing project scopes (Bundle of 3 projects - Tier B2, B6, B9)
3	SR 15A/Beresford Ave/S. Spring Garden Ave	SR 15A/Beresford Ave/S. Spring Garden Ave	Intersection Improvements	Volusia County	System Performance	PE - \$400,000 ROW - \$1,500,000 CST - \$3,500,000 CEI - \$350,000	\$5,750,000	0%	2022	69.22	
4	SR A1A at SR 40 Signal Upgrade	SR A1A at SR 40	Traffic Signal Upgrade	Volusia County	Safety	PE - \$60,000 CST - \$500,000 CEI - \$50,000	\$610,000	0%	2021	63.37	FDOT developing project scopes (Bundle of 3 projects - Tier B2, B6, B9)
5	North Nova Rd - Corridor Improvements	SR 40 to US 1	Corridor improvements	Ormond Beach	Safety	PE - \$461,550 CST - \$3,077,000 CEI - \$307,700	\$3,846,250	10%	2019	61.55	Mixed-Use Project - also listed on Bike/Ped Tier B; Coordination with FDOT to include scope as part of SR 40 Resurfacing Project
6	Lake Helen Osteen Rd at Captain Dr and Haulover Blvd - Intersection Improvements	Lake Helen Osteen Rd at Captain Dr & Haulover Blvd	Intersection Improvements	Deltona	Safety	PE - \$197,000 (LF) CST - \$416,484 CEI - \$148,000 (LF)	\$761,484	33%	2019	60.00	
7	Emergency Traffic Signal Fire Station 55	At Fire Station #55		Edgewater		PE - \$45,000 CST - \$320,000 CEI - \$35,000	\$400,000	33%	2023	65.88	
8	Fort Florida Rd Bridge Reconstruction	Fort Florida Rd Bridge		DeBary	Safety	PE - \$150,000 CST - \$1,800,000 CST - \$50,000	\$2,000,000	25%	2023	59.13	
9	US 17/92 at Rich Ave Signal Upgrade	US 17/92 at Rich Ave	Signal Upgrade	Volusia County	System Performance	PE - \$60,000 CST - \$500,000 CEI - \$50,000	\$610,000	0%	2021	58.67	FDOT developing project scopes (Bundle of 3 projects - Tier B2, B6, B9)

³Projects ranked 1-8 on Tier "B" of the List of Prioritized Traffic Ops, Safety, and Local Initiatives Projects will be ranked in their current spot or move to the next higher spot until they are programmed and move to Tier "A"

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "B" - Projects Ready for Funding											
Rank³	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
10	Belle Terre Pkwy Corridor Improvements	from Pine Grove Dr to Pritchard Dr	Intersection Improvements	Palm Coast	Safety, System Performance	CST - \$1,010,000 CEI - \$101,218 (LF)	\$1,111,218	10%	2017	57.63	
11	SR 44(NSB) Corridor Improvements	From West of Mission Rd to Canal St	Intersection Improvements	Volusia County	Safety, System Performance	PE - \$150,000 CST - \$750,000 CEI - \$75,000	\$975,000	0%	2018	56.88	
12	Benson Junction Rd Reconstruction	Shell Rd S to Charles Richard Beall Blvd	Roadway Improvements	DeBary	Safety	CST - \$2,500,000	\$2,500,000	50%	2023	56.88	
13	Fort Florida Rd Reconstruction	Barwick Rd to DeBary Sunrail	Roadway Improvements	DeBary	Safety	CST - \$3,000,000	\$3,000,000	50%	2023	55.86	
14	Belle Terre Pkwy Corridor Improvements	from Ponce DeLeon to Point Pleasant	Intersection Improvements	Palm Coast	Safety, System Performance	CST - \$328,123 CEI - \$32,217 (LF)	\$360,340	10%	2017	55.63	
15	Mason Ave, Phase 2 Improvements	Clyde Morris Blvd to N Beach Street	Corridor Improvements	Daytona Beach	Safety, System Performance	PDE - TBD	TBD	0%	2023	56.50	
16	SR 44 (New York Ave) at SR 15A (Spring Garden Ave)	SR 44 (New York Ave) at SR 15A (Spring Garden Ave)	Intersection Improvements	Volusia County	System Performance	PE - \$1,197,940 ROW - \$3,802,680 CST - \$873,208 CEI - \$126,756	\$5,999,784	0%	2022	55.33	
17	Sauls Street Bridge Replacement		Bridge Replacement	South Daytona	Safety, System Performance	PE - \$345,000 CST - \$1,975,388 CEI - \$185,000	\$2,505,388	10%	2020	54.83	Mixed-Use Project - also listed on Bike/Ped Tier B; Traffic Ops funding amount to be consistent w/ Traffic Ops component of project
18	Belle Terre Pkwy/Royal Palms Pkwy	At Royal Palms Pkwy	Intersection Improvements	Palm Coast	Safety, System Performance	CST - \$1,470,000 CEI - \$147,400 (LF)	\$1,617,400	10%	2017	54.38	
19	Doyle Road Paved Shoulders	from Twisted Oak Tr to Lush Ln	Paved shoulders	Volusia County	Safety	PE - \$80,000 (LF) ROW - \$255,067 CST - \$580,799 CEI - \$90,000 (LF)	\$951,183	10%	2017	50.25	

³Projects ranked 1-8 on Tier "B" of the List of Prioritized Traffic Ops, Safety, and Local Initiatives Projects will be ranked in their current spot or move to the next higher spot until they are programmed and move to Tier "A"

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "B" - Projects Ready for Funding											
Rank³	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
20	South Daytona Traffic Camera Network	Citywide	TSMO	South Daytona	Safety, System Performance	PE - \$269,000 CST - \$1,750,000	\$2,269,000	10%	2023	51.71	
21	Fluhart Drive Roundabouts	Fluhart Dr at South Halifax and Riverside Dr	Intersection Improvements	Ormond Beach	Safety	PE - \$56,600 CST - \$282,700 CEI - \$28,300	\$367,600	10%	2017	49.88	
22	DeBary Elementary Turn Lanes	Donald E Smith Blvd at DeBary Elementary	Turn Lane Improvements	DeBary	Safety, System Performance	PE - \$60,000 CST - \$287,000 CEI - \$43,000	\$390,000	18%	2021	49.78	
23	Jacobs Rd Paved Shoulders and Sidewalks	from Plymouth Av to US-92	(Roundabouts)	Volusia County	Safety	PE - \$175,000 (LF) CST - \$1,938,537 CEI - \$130,000 (LF)	\$2,243,537	10%	2017	45.75	
24	Pineland Trail - Roadway Improvements	Airport Road to Broadway Ave	Roadway Improvements	Ormond Beach	Safety, System Performance	PE - \$622,215 CST - \$4,148,100 CEI - \$460,900 (LF)	\$5,761,250	10%	2019	42.60	
25	Reed Canal Park Bridge Replacement	Reed Canal Rd at Reed Canal Park	Bridge Replacement	South Daytona	Bridge/ Pavement	PE - \$359,862 CST - \$2,325,744	\$2,729,487	10%	2021	40.67	

³Projects ranked 1-8 on Tier "B" of the List of Prioritized Traffic Ops, Safety, and Local Initiatives Projects will be ranked in their current spot or move to the next higher spot until they are programmed and move to Tier "A"

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "C" - Projects Awaiting Feasibility Study									
Rank	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Local Match	Year Submitted	Project Score	Comments
1	US 17/92 Sustainability Corridor	Star Lane to Dirksen Dr	Corridor Improvements	DeBary	Safety	10%	2021	14.22	Coordination with FDOT to include scope as part of US 17/92 Resurfacing Project
2	Ridgewood Ave at Dunlawton Ave Turn Lane	Ridgewood Ave at Dunlawton Ave	Intersection Improvements	Port Orange	System Performance	10%	2023	14.00	
3	West Highbanks At US 17/92 Intersection Improvements	West Highbanks Rd at US 17/92	Intersection Improvements	DeBary	System Performance	10%	2021	13.78	Coordination with FDOT to include scope as part of US 17/92 Resurfacing Project
3	Dunlawton Avenue/Taylor Road Pedestrian Streetlighting	Spruce Creek Road to I-95; I-95 to Taylor Rd	Lighting	Port Orange	Safety	10%	2022	13.78	Lighting Justification Report Completed 2023
5	Fire Station 52 - Emergency Traffic Signal	3rd Ave at Firestation 52	Emergency Traffic Signal	New Smyrna Beach	Safety	10%	2019	12.91	
6	Eastport Access Improvements (Spruce Creek Rd)	Dunlawton Ave to Commonwealth Blvd	Access Improvements	Port Orange	Safety	10%	2021	12.89	
7	US 17-92 at Highbanks Road Intersection - Southbound Right Turn Lane Extension	US 17-92 at Highbanks Rd	Intersection Improvements	Volusia County	System Performance	10%	2016	12.70	Coordination with FDOT to include scope as part of US 17/92 Resurfacing Project
8	US 1 at Halifax Ave - Traffic Signalization	US 1 at Halifax Ave	Traffic Signal	Oak Hill	Safety	10%	2019	12.64	
9	Taylor Rd/Clyde Morris Blvd Intersection Improvements	Taylor Rd at Clyde Morris Blvd	Intersection Improvements	Port Orange	System Performance	10%	2018	12.57	
10	US 17-92 at New York Av Intersection - Southbound Right Turn Lane Extension	US 17-92 at New York Av	Intersection Improvements	Volusia County	System Performance	10%	2016	12.40	
11	Old Mission Road Guardrail Addition	Park Av to Josephine St	Safety Improvement	Volusia County	Safety	10%	2016	12.30	
12	Flagler Ave at Penninsula Ave Intersection Improvements	Flagler Ave at Penninsula Ave	Intersection Improvements	New Smyrna Beach	System Performance	10%	2021	12.22	
13	SR 421/Dunlawton Ave at Victoria Gardens Blvd Intersection - Westbound Left Turn Lane Extension	SR 421 at Victoria Gardens Blvd	Intersection Improvements	Volusia County	System Performance	10%	2016	12.20	
14	North Normandy Curve Realignment	Baltimore Ave and Fourwinds St	Safety Improvement	Deltona	Safety	10%	2018	12.14	
15	Signal Enhancement at SR 5/US 1 and SR 100	SR 5 at SR 100	Add protected left turn arrow	Bunnell	Safety	10%	2015	12.00	

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "C" - Projects Awaiting Feasibility Study									
Rank	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Local Match	Year Submitted	Project Score	Comments
16	Taylor Rd at Yorktowne Blvd/Boggs Ford Rd - Eastbound Right-Turn Lane & Westbound Right-Turn Lane Extension	Taylor Rd at Yorktowne Blvd/Boggs Ford Rd	Intersection Improvements	Port Orange	System Performance	10%	2019	12.00	
17	Pioneer Trail Paved Shoulders (Tomoka Farms Rd to Airport Rd)	Tomoka Farms Rd to Airport Rd	Safety Improvements	Volusia County	Safety	10%	2016	11.80	
18	Pioneer Trail Paved Shoulders (Airport Rd to Williamson Blvd)	Airport Rd to Williamson Blvd	Safety Improvements	Volusia County	Safety	10%	2016	11.50	
19	Washington Street Roadway and Pedestrian Safety Improvements	US 1 to Riverside Dr	Safety	New Smyrna Beach		10%	2020	11.42	
20	Madeline Avenue Lane Widening	Clyde Morris Blvd to Nova Rd	Safety	Port Orange	Safety	10%	2020	11.33	
21	SR 400 (Beville Rd) Mast Arm Traffic Signals (Golfview Blvd & Magnolia Av)	SR 400 at Golfview Blvd & Magnolia Av	Traffic Signal Upgrade	Daytona Beach	System Performance	10%	2016	11.14	
22	Eastbound Madeline Avenue Left-Turn Lane at Clyde Morris Boulevard	Madeline Av at CR 483 (Clyde Morris Blvd)	Intersection improvements	Port Orange	System Performance	10%	2017	11.00	
23	Intersection of Herbert Street and Nova Rd	Herbert St at SR 5A (Nova Rd)	Intersection improvements	Port Orange	System Performance	10%	2017	11.00	
24	East-West Neighborhood Network Improvements	south of SR 44, east of Glencoe Rd, west of Old Mission Rd	Corridor Improvements	New Smyrna Beach	System Performance	10%	2020	10.92	
25	US 1 Streetscape Improvements Phase II	McDonald Av to South City Limit	Streetscape and resurfacing	South Daytona	Pavement/ Bridge	10%	2015	10.25	
26	Euclid Ave Paved Shoulders	Alabama Ave to Grand Ave	Paved Shoulder	DeLand	Safety	10%	2023	9.38	
27	Port Orange Bridges Replacement	Multiple Locations	Bridge Replacement	Port Orange	Pavement/ Bridge	10%	2023	9.13	
28	Golfview Blvd at Big Tree Road - Traffic Signal Upgrade	Golfview Blvd at Big Tree Rd	Traffic Signal Upgrade	South Daytona	System Performance	10%	2019	8.64	
29	Magnolia Avenue Traffic Calming Island	Reed Canal Rd to Big Tree Rd	Traffic calming	South Daytona	Safety	10%	2017	6.89	
30	Reed Canal Park Wood Bridge Replacement	Reed Canal at entrance to Reed Canal Park	Bridge Replacement	South Daytona	Pavement/ Bridge	10%	2015	5.25	

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects
Adopted 6/28/2023

Tier "A" - Projects with One or More Phases Funded										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4409501	Thompson Creek Trail	Division St to Wilmette Ave	Trail	Ormond Beach	Safety	PE-\$686,302 FY 26/27	CST, CEI	\$2,921,804	10%	
4462481	Deltona School Crosswalk Embedded Lights	Multiple Limits	Crosswalk Lights	Deltona	Safety	--	--	TBD	33%	Deferred by FDOT to FY 24/25 or later.
4409061	Navy Canal Trail	Museum Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	CST-\$803,000-FY 25/26 CEI-\$22,597-FY 25/26	--	TBD	10%	Consideration of alt. alignment due to FAA/ Airport/County concerns with Runway Protection Zone encroachment
4355381	W. French Ave Shared Use Path	Werley Trail to Valentine Park	Trail	Orange City	Safety	CST-\$819,915 FY 24/25 CEI-\$122,987 FY 24/25	--	TBD	10%	
4502471	Ponce Inlet Mobility Project	South Peninsula Drive	Sidewalk	Ponce Inlet/Volusia County	Safety	PE-\$823,744 (LF) FY 23/24 CST-\$1,137,181 FY 25/26 CEI-\$170,577 25/26	--	\$4,638,853	15%	PE Locally Funded - LAP Project Managed by Volusia County
4487861	N US 1 Sidewalk	Airport Road to Broadway Ave	Sidewalk	Ormond Beach	Safety	PE-\$434,400 FY 23/24	CST, CEI	\$3,267,500	0%	
4379421 and 4379422	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor Improvements	Daytona Beach	Safety	ROW - \$3,920,983 - FY 22/23-24/25 RRU - \$1,669,643 - FY 22/23 CST - \$8,327,121 - FY 22/23 CEI - \$935,911 - FY 22/23 <u>Landscaping:</u> CST - \$1,327,444 - FY 24/25 CEI - \$10,860 - FY 24/25	--	\$26,337,633	0%	FULLY-FUNDED
4379351	Barracuda Boulevard Bridge Replacement	between Middle Way and Quay Assisi	Bridge Replacement	New Smyrna Beach	Safety	--	--	TBD	25%	FULLY-FUNDED
4379361	5th Street Bridge Replacement	between Riverside Dr and Commodore Dr	Bridge Replacement	New Smyrna Beach	Safety	--	--	TBD	25%	FULLY-FUNDED
4390371	Beville Rd Shared Use Path	Andros Isles Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	PE-\$4,459 FY 22/23 CEI-\$10,552 FY 22/23	--	TBD	0%	FULLY-FUNDED

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

<i>Tier "A" - Projects with One or More Phases Funded</i>										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4435121	SR A1A Pedestrian Safety Improvements	Multiple Locations	Midblock Pedestrian Crosswalks	Ormond Beach	Safety	CEI-\$20,444-FY 22/23	--	\$6,592,972	0%	FULLY-FUNDED Funded by FDOT Safety Office
4364731	Lehigh Trailhead	Palm Coast Tennis Center	Trailhead	Palm Coast	Safety	CEI-\$7,846 FY 22/23	--	\$2,707,770	10%	FULLY-FUNDED
4399712	Fremont Av Sidewalk	Niles St to US 1	Sidewalk	Daytona Beach	Safety	CEI-\$4,563 FY 22/23	--	\$317,935	10%	FULLY-FUNDED
4411321	SR 442 Shared Use Path	Trail Overpass to Air Park Rd	Trail and Sidewalk	Edgewater	Safety	CST \$142,112-FY 22/23 CEI-\$45,701 FY 22/23	--	\$3,171,826	0%	FULLY FUNDED Being completed as part of resurfacing project
4432362	Derbyshire Park Area Sidewalks, Phase 2	Multiple Limits	Sidewalk	Daytona Beach	Safety	CST \$1,558,571 FY 22/23 CEI \$128,541 FY 22/23	--	\$1,812,329	10%	FULLY FUNDED
4450282	Providence Bv Shared Use Path	Perimeter Dr to Alexander Av	Trail	Deltona	Safety	CST-\$1,274,686 FY 22/23 CEI-\$211,478 FY 22/23	--	\$1,202,150		FULLY FUNDED Phase 1 trail segment
4475171	SJR2C Wayfinding Signage Project	Multiple Limits	Signage	Volusia County	Safety	CST-\$358,469 FY 24/25 CEI-\$124,731 FY 24/25	--	\$507,059	10%	FULLY FUNDED
4440331 4440332	Port Orange Sidewalk Gaps	Multiple Limits	Sidewalk	Port Orange	Safety	CST-\$403,511 FY 24/25 CEI-\$67,140 FY 24/25	--	TBD	10%	FULLY-FUNDED FM #4487721/2, 4440331/2, and 4462851/2 Bundled
4487721 4487722	Williamson-Willow Run Bv Sidewalk	Town Park Subdivision to Chardonay Dr	Sidewalk	Port Orange	Safety	CST-\$582,191 FY 24/25 CEI-\$87,329 FY 24/25	--	TBD	10%	FULLY-FUNDED FM #4487721/2, 4440331/2, and 4462851/2 Bundled
4462851 4462852	Willow Run Bv Sidewalk	Harms Way to Clyde Morris Bv	Sidewalk	Port Orange	Safety	PE-\$120,000 FY 22/23 CST-\$472,218 FY 24/25 CEI-\$70,743 FY 24/25	--	\$574,458	10%	FULLY-FUNDED FM #4487721/2, 4440331/2, and 4462851/2 Bundled
4470191	Reed Canal Rd Sidewalk	Nova Rd to US 1	Sidewalk	South Daytona	Safety	PE-\$412,377 FY 23/24 CST-\$2,261,759 FY 25/26 CEI-\$236,108 FY 25/26	--	\$2,568,006	10%	FULLY-FUNDED

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "B" - Projects Ready for Funding											
Rank⁴	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
1	Golfview Shared Use Path	Big Tree Rd to Beville Rd	Trail	South Daytona	Safety	PE-\$58,000 CST-\$424,625 CEI-\$42,463	\$515,820	10%	2021	75.50	
2	N Nova Rd Corridor Improvements	SR 40 to US 1	Complete Street	Ormond Beach	Safety	PE-\$461,000 CST-\$3,077,000 CEI-\$307,700	\$3,845,700	0%	2019	71.43	Mixed-Use Project - also listed on Traffic Ops Tier B; Coordination with FDOT to include scope as part of SR 40 Resurfacing Project
3	Halifax River/East Coast Greenway Trail	Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)	Trail	Daytona Beach	Safety	CST-\$340,788 (P1) CST-\$417,770 (P2) CEI-\$81308 (P1) CEI-\$99,684 (P2)	\$911,270	10%	2016	70.67	AKA Sweetheart Trail Loop
4	Sauls St to Carmen Dr Shared Use Path	Sauls St to Carmen Dr	Trail	South Daytona	Safety		\$8,800,000	10%	2023	70.17	
5	Sauls St Bridge	Reed Canal south side to Reed Canal north side	Bridge	South Daytona	Safety	PE-\$345,000 CST-\$1,975,388 CEI-\$185,000	\$2,713,851	10%	2020	68.33	
6	Fort Florida Rd Trail	Barwick Rd to Railroad Tracks	Trail	DeBary	Safety	CST-\$650,000 CEI-\$98,000	\$1,078,000	15%	2021	67.75	
7	South St Multi-Use Trail	Turnbull Bay Rd to US 1	Trail	New Smyrna Beach	Safety	PE-\$215,709 CST-\$1,078,547 CEI-\$122,415	\$1,616,270	10%	2023	67.00	
8	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail head	Trail	Palm Coast	Safety	PE-\$395,395 CST-\$2,760,000 CEI-\$276,776	\$3,430,000	10%	2017	66.75	
9	Mason Ave, Phase 2 Improvements	Clyde Morris Bv to Beach St	PDE Study	Daytona Beach	Safety	TBD	TBD	0%	2023	66.00	
10	US 1 Sidewalk	Airport Rd to Wilmette Ave	Sidewalk	Ormond Beach	Safety	CEI-\$250,000	\$1,481,700	0%	2015	65.00	
11	Madeline Av Trail, Phase 1	Clyde Morris Bv to Nova Rd	Trail and Sidewalk	Port Orange	Safety	PE-\$341,134 CST-\$1,903,712 CEI-\$247,656	\$2,492,502	10%	2019	64.29	
12	Port Orange Sidewalk Bundle #1	Multiple Limits	Sidewalk	Port Orange	Safety	PE-\$1,116,008 CST-\$2,140,478 CEI-\$298,433	\$36,214,544	10%	2022	64.00	

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

<i>Tier "B" - Projects Ready for Funding</i>											
Rank ⁴	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
13	SR 44 Multi-Use Trail	I-95 west side to I-95 east side	Trail	New Smyrna Beach	Safety	PE-\$136,241 CST-\$681,207 CEI-\$89,238	\$1,046,684	0%	2023	63.83	
14	Derbyshire Park Trail	Internal to Derbyshire Park	Trail	Daytona Beach	Safety	CST-\$1,465,849 CEI-\$220,335	\$1,771,522	10%	2014	63.50	
15	Madeline Av Trail, Phase 2	Williamson Bv to Clyde Morris Bv	Trail and Sidewalk	Port Orange	Safety	PE-\$410,939 CST-\$2,381,595 CEI-\$322,924	\$3,115,458	10%	2019	62.86	
16	Air Park Rd Sidewalk	30th St to SR 442	Sidewalk	Edgewater	Safety	PE-\$215,473 CST-\$1,740,085 CEI-\$40,000	\$1,995,558	10%	2021	61.00	
17	Turnbull Bay Rd Trail	Fairgreen Ave to Industrial Park Ave	Trail	New Smyrna Beach	Safety	PE-\$102,976 CST-\$541,882 CEI-\$51,488	\$821,762	10%	2018	60.20	
18	Magnolia Ave Shared Use Path	Reed Canal Rd to Beville Rd	Trail	South Daytona	Safety	PE-\$369,000 ROW-\$250,000 CST-\$2,508,460 CEI-\$345,000	\$3,566,216	10%	2022	55.75	
19	County Rd 3 Shared Use Path	Washington Ave to Palmetto Ave	Trail	Pierson	Safety	CST-\$1,042,236	\$2,169,000	10%	2018	51.40	
20	Tarragona Way Sidewalk	Australia St to Museum St	Sidewalk	Daytona Beach	Safety	CST-TBD	TBD	10%	2006	35.00	PE is locally funded

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

<i>Tier "C" - Projects Awaiting Feasibility Study</i>									
Rank	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Local Match	Year Submitted	Project Score	Comments
1	Spruce Creek Road Sidewalk Gaps	Oak River Dr to Commonwealth Bv	Sidewalk	Port Orange	Safety	10%	2021	55.75	
2	Ocean Ave Sidewalk	S. Peninsula Ave to S. Atlantic Ave	Sidewalk	New Smyrna Beach	Safety	10%	2017	52.25	
3	South Daytona Elementary Sidewalk Expansion	Multiple Limits	Sidewalk	South Daytona	Safety	10%	2018	52.00	
4	27th Street Sidewalk	Silver Palm Dr to Travelers Palm Dr	Sidewalk	Edgewater	Safety	10%	2022	50.67	
5	Hickory Bluff Preserve Trail	Hickory Bluff Preserve to Maytown Rd	Trail	Volusia County	Safety	10%	2018	48.75	
6	Art Center Blvd Sidewalk	Sundance Trail to US 1	Sidewalk	New Smyrna Beach	Safety	10%	2017	44.00	

River to Sea TPO List of Shared Use Nonmotorized (SUN) Trail Projects
Adopted 6/28/2023 Amended 12/18/2023

Tier "A" - Projects in the SunTrail Work Program										
Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
SJR2C	4390396	Volusia	Spring to Spring Gap: DeBary (Phase 3C)	W Highbanks Rd to DeBary Plantation Bv	Trail	Volusia County	CST-\$2,411,243 FY 24/25	None	\$1,500,000	FULLY-FUNDED
C2C, HOF	4391951	Volusia	Coast to Coast Gap: DeBary	Fort Florida Rd to Coast to Coast Trail	Trail	DeBary	CST \$225,000 FY 20/21	None	\$500,000	FULLY-FUNDED
SJR2C	4398622	Volusia	Oak Hill to Edgewater: US 1	US 1 to Dale Ave	Trail	Volusia County	CST-\$5,889,944 FY 25/26	None	\$8,238,945	FULLY-FUNDED
SJR2C	4398641	Volusia	New Smyrna Gap: Myrtle Av	10 th St to SR 44/Lytle Av	Trail	New Smyrna Beach	CST-\$2,099,830 FY 23/24 CEI-\$298,120 FY 23/24	None	\$4,111,232	FULLY-FUNDED
SJR2C	4398652	Volusia	Palmetto Av Gap	Ridge Bv to Beville Rd	Trail	South Daytona	PE-\$50,000-FY 23/24 CST-\$1,451,746 FY 24/25 CEI-\$156,100 FY 24/25	None	\$3,068,898	FULLY-FUNDED
SJR2C	4398653	Volusia	Spruce Creek Rd Gap	S of Selin Cir to Herbert St	Trail	Port Orange	CST-\$421,600-FY 22/23	None	\$468,320	FULLY-FUNDED
SJR2C, HOF	4102511	Volusia	US 17 Trail	W. Baxter St to SR 40	Trail	Volusia County	PE-TBD	CST	TBD	Moved from Tier "B"
SJR2C	447963-1	Volusia	New Smyrna Gap: SR 44 to US 1	SR 44/Lytle Av to US 1	Trail	New Smyrna Beach	PD&E-\$750,000 FY 22/23	PE, CST	TBD	PD&E Study

Tier "B" - Projects Awaiting Funding

Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
HOF	4106761	Volusia	SR 40 Black Bear Scenic Trail	Volusia/Lake County Line to US 17	Trail	Volusia County	PD&E Study	PE, CST	TBD	
SJR2C	4398654	Volusia	South Daytona Gap	Sauls St/McDonald Rd to Carmen Dr/Ridge Bv	Trail	South Daytona		CST	TBD	
SJR2C	4398655	Volusia	US 1 Trail	South St to Nova Rd	Trail	Volusia County		PE, CST	TBD	
SJR2C	4398721	Volusia	Ormond Beach Gap: SR 40	Cassen Park to A1A	Trail	Ormond Beach		PE, CST	TBD	
SJR2C	4398742	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Old New York Av	Trail	Volusia County		ROW, CST	TBD	
SJR2C	4398743	Volusia	Spring to Spring Gap: DeLand	Old New York Av to SR 44	Trail	Volusia County		ROW, CST	TBD	
SJR2C	4398744	Volusia	Spring to Spring Gap: DeLand	SR 44 to Minnesota/Grand Av	Trail	Volusia County		ROW, CST	TBD	
SJR2C	4398761	Volusia	SR 15 (US 17)	SR 40 to Putnam County Line	Trail	Volusia County		CST	TBD	
SJR2C	4428741 4509461	Volusia	SJR2C Loop Trail (A1A)	Plaza Dr to Volusia/Flagler County Line	Trail	Volusia County		PE, CST	TBD	
SJR2C		Volusia	Sauls St to Carmen Dr Shared Use Path	Sauls St to Carmen Dr	Trail	South Daytona	PE, CST	\$8,800,000		
SJR2C		Volusia	Halifax River/East Coast Greenway Trail	Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)	Trail	Daytona Beach		PE, CST	\$910,270	AKA Sweetheart Trail Loop
Palm Coast to Ormond Trail Corridor		Flagler	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail head	Trail	Palm Coast		PE, CST	\$3,430,000	
East Central Regional Rail Trail		Volusia	Deering Park North Trail	SR 44 to East Central Regional Rail Trail	Trail	Edgewater		PE, CST	TBD	East Central Regional Rail Trail connection to Florida Wildlife Corridor
Coast-to-Coast Trail		Volusia	Florida Wildlife Corridor Trail in Volusia County	Coast-to-Coast Trail to SR 40	Trail	Volusia County		PD&E Study, PE, CST	TBD	Coast-to-Coast Trail connection to Florida Wildlife Corridor
Palm Coast to Bulow Trail Corridor		Flagler	Old Kings Road Trail	Volusia/Flagler County line to Palm Coast Linear Park on Palm Coast Parkway	Trail	Flagler County and Palm Coast		PE, CST	TBD	
East Palatka to Lehigh Trail Corridor		Flagler	Old Brick Road Trail	Lehigh Trail to Flagler/St. Johns County line	Trail	Flagler County		PD&E Study, PE, CST	TBD	Lehigh Trail connection to Florida Wildlife Corridor
SJR2C		Flagler	SJR2C Flagler Beach Gap (A1A)	Volusia/Flagler County line to Ocean Marina Drive	Trail	Flagler Beach		PD&E Study, PE, ROW, CST, CEI	TBD	

River to Sea TPO List of Prioritized Transit Projects
Adopted 6/28/2023

Rank	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
1	4234461	Commuter Rail - Sunrail Phase 2 North Expansion	DeBary Station to DeLand Station	Rail	PE - \$1,875,425 ROW - \$331,432 CST - \$42,761,405	--	\$44,968,262	Estimated Completion - summer of 2024
2	--	Votran Mobility on Demand (MOD) Design and Deployment Project	Volusia County	On-Demand Bus Service	N/A	Implementation	\$96,503	MOD Zones: Southwest DeLand, East DeLand, Northwest DeLand, South Deltona/Enterprise, Holly Hill/Ormond Beach, Ponce Inlet
3	--	Votran Park and Ride (Intermodal Transfer) Facility Study	West Volusia County Area	Feasibility Study	N/A	PE, CST	\$91,885	

Note: Transit projects are typically identified by the designated recipient of transit funding.

River to Sea TPO List of Prioritized Planning Studies
Adopted 6/28/2023

Rank	FM #	Project Name	Project Limits	Project Sponsor	Programmed (Year)	Estimated Total Project Cost	Year Submitted	Project Score	Comments
1	--	LPGA Blvd Widening Study	Nova Rd to US 1	Holly Hill	--	\$100,000	2023	38.63	
2	--	North US 1 Corridor Improvement Study	Granada Blvd to the Flager County Line	Ormond Beach	--	\$250,000	2021	36.56	
3	--	Sidewalk and Bike Trail Gap Study	City-Wide	DeBary	--	\$120,000	2023	35.00	
4	--	Beresford Avenue Extension	from Kepler Rd to SR 44	DeLand	--	\$100,000	2015	34.88	Related to Traffic Ops, Tier A Project - SR 44/Kepler Rd Roundabout - FM# 4319221
5	--	LPGA Blvd Corridor Management Plan	LPGA Blvd from US 92 to SR 5A (Nova Rd)	Volusia County	--	\$80,000	2017	33.56	US 92 to Williamson Blvd included in I-95/LPGA Blvd Project FM# 4484561
6	--	N Normandy Blvd Corridor Improvement Study	from Graves Ave to Firwood Dr	Deltona	--	\$75,000	2018	32.86	
7	--	Beachside Neighborhood Pedestrian Safety, Mobility & Access	beachside in Daytona Beach	Daytona Beach	--	\$75,000	2015	32.50	Assess safety, mobility & access with focus on connections to A1A & beach
8	--	Ft Florida Rd Planning Study	US 17	DeBary	--	\$24,900	2016	31.83	
9	--	DeBary Village Center Corridor Improvement Study	from Highbanks Rd at US 17-92 to Plantation Rd at US 17-92.	DeBary	--	\$23,500	2017	31.78	
10	--	Hand Avenue Extension	Westerly extension from Williamson Blvd across I-95; including widening of Hand Ave from Shangri-La Dr to Williamson Blvd	Ormond Beach	--	\$500,000	2018	30.88	
11	--	West extension of DeLand Greenway	From Alabama Greenway Trail to Spring to Spring Trail	DeLand	--	\$25,000 to \$55,000	2017	29.89	Multiple alignments between Minnesota Av and Euclid Av will be considered
12	--	Saxon Blvd Flyover	from I-4 to North Normandy Blvd in the Saxon Blvd area	Deltona	--	\$75,000	2018	29.71	
13		Blue Smyrna Smart Ride Shuttle Service	Loop Route along SR 44, Atlantic Avenue, Flagler Avenue, North Causeway Blvd., SR 44 Business	New Smyrna Beach		\$50,000	2020	29.00	
14	--	New Smyrna Beach US 1 Complete Streets	South city limit to north city limit	New Smyrna Beach	--	\$64,000	2016	27.5	
15	--	Flagler Beach Multi-Modal Hub Study	City-wide	Flagler Beach	--	\$150,000	2017	25.44	
16	--	Daytona Beach Bicycle & Pedestrian Master Plan	City-wide	Daytona Beach	--	\$115,000	2015	24.75	

River to Sea TPO List of SU Funded Planning Studies

UPWP Task No.	FM #	Project Name	Funding Source-Amount-Year	Comments
3.02	4046181	Bicycle/Pedestrian Feasibility Studies	SU - \$106,498 - FY 23/24	Per TPO Policy, \$100,000 per year of the Bicycle/Pedestrian TMA allocation is set aside to conduct Bicycle/Pedestrian Feasibility Studies for local governments; FY 22/23 funding amount includes \$6,498 carry over from FY 22/23
2.05	4204331	Traffic Operations Feasibility Studies	SU - \$227,705 - FY 23/24	Per TPO Policy, \$100,000 per year of the Traffic Operations TMA allocation is set aside to conduct Traffic Operations Feasibility Studies for local governments; FY 22/23 funding amount includes \$127,705 carry over from FY 22/23

River to Sea TPO List of Transportation Regional Incentive Program (TRIP) Eligible Projects
Adopted 6/28/2023

FM #	Project Name	Project Limits	Project Description	Project Sponsor	Performance Measure	Comments
Flagler County Projects						
4159641	Old Kings Road	Palm Harbor Pkwy to Forest Grove Dr	widen from 2 to 4 lanes	Palm Coast	System Performance	
4355611	Old Kings Road Extension - Phase II	Matanzas Woods Pkwy to Old Kings Rd	new 2 lane roadway	Palm Coast	System Performance	
4336751	Matanzas Woods Parkway	US 1 to Old Kings Rd Extension	widen from 2 to 4 lanes	Palm Coast	System Performance	
--	Old Kings Road	Town Center Blvd to Palm Coast Pkwy	widen from 2 to 4 lanes	Palm Coast	System Performance	
--	Old Kings Road South	SR 100 to Old Dixie Hwy	widen from 2 to 4 lanes	Palm Coast	System Performance	
--	SR 100	Old Kings Rd to Belle Terre Pkwy	widen from 4 to 6 lanes	Palm Coast	System Performance	
--	Palm Coast Parkway	US 1 to Belle Terre Pkwy	widen from 4 to 6 lanes	Palm Coast	System Performance	
--	Belle Terre Parkway	Pine Cone Dr to Pritchard Dr	Intersection Improvement	Palm Coast	System Performance	
--	Belle Terre Parkway	Ponce DeLeon Dr to Point Pleasant Dr	Intersection Improvement	Palm Coast	System Performance	
--	Belle Terre Parkway	at Royal Palms Pkwy	Intersection Improvement	Palm Coast	System Performance	
Volusia County Projects						
--	CR 404/Dunn Ave	CR 4019/LPGA Blvd to CR 415/Tomoka Farms Rd	new 2 lanes	Volusia County	System Performance	
--	CR 4101/W. Volusia Beltway	CR 4145/Graves Ave to SR 472	widen from 2 to 4 lanes	Volusia County	System Performance	
--	Hand Avenue	CR 483/Clyde Morris Blvd to SR 5A (Nova Rd)	widen from 2 to 4 lanes	Volusia County	System Performance	
--	CR 4101/W Volusia Beltway (Veterans Memorial Parkway)	S of Rhode Island Ave to CR 4145/Graves Ave	widen from 2 to 4 lanes	Volusia County	System Performance	
--	SR 4009/Williamson Blvd	Madeline Ave to SR 400/Beville Rd	widen from 2 to 4 lanes	Volusia County	System Performance	
--	CR 421/Taylor Rd	Forest Preserve Blvd to N Summer Trees Rd	widen from 2 to 4 lanes	Volusia County	System Performance	
--	Josephine Street	Old Mission Rd to Tatum St	widen from 2 to 4 lanes	Volusia County	System Performance	

Note: As funding is identified, contact the R2CTPO and Project Sponsor for current project costs

Abbreviations and Acronyms

C2C - Coast to Coast Trail

CEI - Construction Engineering Inspection

CFLRoads - www.cflroads.com

CST - Construction

ENV - Environmental

FDOT - Florida Department of Transportation

FM# - Financial Management #

HOF - Heart of Florida Trail

IMR - Interchange Modification Report

PDE - Project Development and Environmental

PE - Preliminary Engineering (Design)

R2CTPO - River to Sea Transportation Planning Organization

ROW - Right-of-Way

RRU - Railroad Utilities

SIS - Strategic Intermodal System

SJR2C - St John's River to Sea Loop Trail

SUN - Shared Use Nonmotorized

TBD - To Be Determined

TIP - Transportation Improvement Program

FY - Fiscal Year (July 1 - June 30)

2023 Legislative Positions

Adopted by River to Sea TPO Board 11-30-2022



***River to Sea TPO Chairperson:
Barbara Girtman, Volusia County Council Vice Chair***

Contact: Colleen Nicoulin, Executive Director

Telephone: (386) 226-0422

E-mail: CNicoulin@r2ctpo.org

Website: www.r2ctpo.org



“On behalf of the River to Sea Transportation Planning Organization, I want to thank you for the work you do serving the State of Florida and as a representative of our planning area. As growth and development continues to increase throughout the state, we recognize the importance of an efficient and resilient transportation system that supports Florida’s economy and provides safe modes of travel for all residents and visitors alike. We look forward to working with you to tackle challenging transportation issues and to provide the support you may need during the 2023 Legislative Session.”

River to Sea TPO Chairperson, Barbara Girtman

2023 Legislative Positions

Adopted by River to Sea TPO Board 11-30-2022

- **Increase transportation investment through dedicated, flexible and sustainable funding**
- **Improve transportation safety by discouraging distracted driving, designing for appropriate speeds & improving pedestrian and bicycling safety**
- **Increase the efficiency and resiliency of transportation systems by maximizing the deployment of advanced transportation technologies**

Thank you for considering the legislative positions established by the River to Sea TPO. As these positions were developed, consideration was given to the positions established by organizations throughout the state of Florida including the Florida Association of Counties (FAC), the Florida League of Cities (FLC), Florida Public Transit Association (FPTA) and the Metropolitan Planning Organization Advisory Council (MPOAC). We value our relationship with these organizations and appreciate the support and leadership they provide.

River to Sea TPO Legislative Issues Subcommittee

Transportation Priority -- Funding

The River to Sea TPO supports legislation that increases transportation investment through dedicated, flexible and sustainable funding.

Background

Transportation revenue is collected to support the preservation and development of a safe, efficient and resilient transportation system that supports economic development, freight mobility, tourism, bicycle and pedestrian safety, accessibility and public transit among others. Actions supported by the River to Sea TPO to preserve these programs include:

- **Analyze Potential New Revenue Sources Needed to Preserve the Transportation System**

While we recognize the benefits of autonomous vehicles (AV) and alternative fuel vehicles (AFV) in improving transportation efficiency, safety, and air quality, we also understand the potential impacts on fuel sales throughout the state of Florida. The River to Sea TPO supports the analysis of additional revenue sources such as vehicle registration fees, electric charging station surcharges and mileage-based fees to determine whether implementation ensures equity among all road users contributing to the maintenance and preservation of the existing system.

- **Develop a resilient network of transportation infrastructure**

Resiliency reflects the ability to anticipate, prepare for, and respond to changing conditions, and recover rapidly after disruptive events such as flooding, hurricane damage, sea level rise, wildfire, or major traffic incidents. It is important for the transportation system to be resilient in the face of these disruptions to ensure reliable movement of people and goods. The River to Sea TPO continues to support funding to address the effects of climate change on transportation infrastructure and evacuation routes.

- **Establishing flexible and predictable funding for transit projects**

Current state law limits the amount of funding that can be made available from the State Transportation Trust Fund (STTF) for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, make transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of TPOs to implement priority transit projects.

- **Stabilize Funding Levels for the Transportation Regional Incentive Program (TRIP)**

TRIP funding promotes regional transportation planning and project development and has been used to fund important infrastructure improvements. The River to Sea TPO supports stable and consistent funding through TRIP to promote regional planning and project development.

- **Allow Strategic Intermodal System (SIS) and State Transportation Trust Fund (STTF) Dollars to be Used on Local Road Improvements that are Needed to Support the SIS or State Facility**

State law limits the allocation of SIS funds and STTF funds to use on those systems. However, there are occasions where the most effective solution to managing congestion on an SIS or state facility is to improve local arterial, collector and distributor roads. The River to Sea TPO supports increasing flexibility of SIS and STTF funds to be used “off-system” when improvements on supporting roads enhance freight, safety, emergency management, travel time reliability and congestion on the SIS or state road system.

Benefit

Efficient and resilient transportation systems are necessary to support a strong economy. Inadequate funding to support capital projects as well as operations and maintenance will lead to increased congestion and degradation of vital infrastructure. Increased traffic congestion has negative economic and environmental impacts.

Transportation Priority -- Safety

The River to Sea TPO supports legislation that improves transportation safety.

Background

These items are intended to support Vision Zero safety initiatives in the State of Florida as well as the national emphasis on transportation safety improvements outlined in the Bipartisan Infrastructure Law (BIL)

- **Improve Pedestrian and Bicycle Safety**

Florida consistently ranks at or near the top of the nation in pedestrian and bicycle injuries and fatalities. Increasing safety and reducing these rates requires education, engineering and law enforcement efforts. The River to Sea TPO supports:

- enhanced funding for educational programs that show positive results;
- strengthening existing pedestrian and bicycle safety laws;
- increasing performance driven funding for projects that address unsafe conditions;
- the installation of pedestrian crossing traffic control devices (beacons) in areas with documented safety concerns;
- Engineering and redesign of roadways for appropriate speeds; and
- local participation in FDOT's High Enforcement Visibility Program

The 2022 Dangerous by Design report listed the Deltona-Daytona Beach-Ormond Beach Metropolitan Area, which encompasses both Volusia and Flagler County, as the most dangerous metropolitan area in the nation for pedestrians. Florida DOT is using the Alert Today, Alive Tomorrow program along with changes in design standards and their Vision Zero campaign to drive down pedestrian fatalities and injuries throughout the state.

The River to Sea TPO supports FDOT's Target Zero initiative to reduce the number of transportation related serious injuries and fatalities across Florida to ZERO, by focusing on influencing change in dangerous driver behaviors before serious and fatal crashes occur and aligning resources and establishing actions for all safety partners to take evolutionary steps to improve how Florida connects, interacts, plans, designs, operates, and maintains its transportation system.

- **Expand Regulations on Distracted Driving**

Recent crash analyses completed by the River to Sea TPO shows that crashes resulting from distracted driving occur at a higher rate than other crash types. The River to Sea TPO supports legislation that would continue to improve roadway safety by expanding regulation on distracted driving.

Benefit

Transportation safety is critical for residents and for the thousands of visitors who choose to vacation here. Changes in Florida law along with other crash reduction efforts improve quality of life and support economic development.

Transportation Priority -- Advancing Technology

The River to Sea TPO supports legislation that increases the efficiency and resiliency of transportation systems by maximizing the deployment of advanced transportation technologies.

Background

Transportation technologies are advancing in ways that will transform the industry and, potentially, how people and goods will move in and between our metropolitan areas. Transportation Network Companies (TNC's) such as Uber and Lyft, automated and connected vehicles, advanced transit systems, advanced traffic signals, and drone delivery as well as technologies not yet developed, provide tremendous opportunities to improve the efficiency and safety of travel.

The River to Sea TPO supports and encourages the Florida legislature to continue establishing state laws and funding mechanisms to support the development and implementation of these technological advances. Potential actions include:

- Increased infrastructure funding for projects that advance Automated, Connected, Electric and Shared (ACES) technologies.
- Increased funding and technical assistance to support the planning and implementation of Smart Cities, automated vehicle pilot projects and other technology innovations.
- Establishing laws that address the malicious and intentional interference of the proper functioning of transportation vehicles and systems.
- Continued promotion of interoperable and multi-modal smartcard technology that is compatible, universal and accessible for use by all other smartcard technology systems.
- Legislative support and funding for the regulation and infrastructure modifications needed to safely and effectively manage the expansion of micro-mobility devices.
- Requiring public Electric Vehicle Support Equipment (EVSE) to be open to all users regardless of membership to a specific charging network

Benefit

Advanced technologies in transportation will transform our communities and our economies. These technologies have the potential to dramatically improve safety and efficiency of our existing transportation infrastructure. They also offer improvements in air quality, mobility for transportation disadvantaged people, and quality of life advantages. Cities and states that are proactive in the deployment of transportation technology will be better positioned for success and economic stability in the future.

Additional Positions

The River to Sea TPO also supports legislation that:

- Fully restores the budget authority for the Commission for the Transportation Disadvantaged (CTD).
- Protects the State Transportation Trust Fund (STTF) and the Transportation Disadvantaged Trust Fund from efforts to reduce or divert funds.
- Offers incentives for employers that reduce peak-hour demand by allowing off-peak commuting and telecommuting options to employees.
- Increases MPO/TPO involvement in growth management, mobility planning and visioning activities to promote a stronger linkage between land-use, transportation and economic development.
- Increases the percentage of the state transportation capacity program allocated to non-SIS highways and transit programs in order to improve mobility on regional and metropolitan area transportation facilities.
- Requires TPO concurrence for public-private partnership agreements related to the lease or sale of transportation facilities that are publicly owned and operated within metropolitan areas and any subsequent modifications to such agreements.
- Provides mandatory funding for driver education programs in high schools.
- Changes the Consultants' Competitive Negotiation Act (CCNA) to allow agencies to introduce a "best-value" option that considers cost as a factor when selecting a firm.
- Indexes local option fuel taxes to keep pace with inflation.

The River to Sea TPO will monitor legislation that:

- Authorizes counties to form a regional transportation finance authority for the purpose of financing, constructing, maintaining and operating transportation projects that are consistent with MPO plans.
- Proposes to establish Tax Increment Financing (TIF) districts associated with expressway or passenger rail corridors for the purposes of financing the debt issued to pay for the project.
- Promotes the continued development and expansion of bus and rail transit as well as efforts to accommodate the growing demand for alternative mobility vehicles (low-speed vehicles, electric vehicles and golf carts).
- Imposes restrictions on Metropolitan Planning Organization (MPO) governing board membership, voting, and/or terms of service.





River to Sea Transportation Planning Organization

2023 LIST OF PRIORITY PROJECTS

STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS.....	2
SIS PLANNING STUDIES	4
REGIONALLY SIGNIFICANT, NON-SIS ROADWAY PROJECTS	5
TRAFFIC OPERATIONS, SAFETY, AND LOCAL INITIATIVES PROJECTS.....	7
BICYCLE/PEDESTRIAN AND B/P LOCAL INITIATIVES PROJECTS	14
SHARED USE NONMOTORIZED (SUN) TRAIL PROJECTS.....	19
TRANSIT PROJECTS.....	21
TRANSPORTATION PLANNING STUDIES	22
SU FUNDED PLANNING STUDIES	23
TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) ELIGIBLE PROJECTS	24
ABBREVIATIONS AND ACRONYMS.....	25

River to Sea TPO List of Prioritized Strategic Intermodal System (SIS) Projects
Adopted 6/28/2023

Rank ¹	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
1	4084642	I 4 widening to 10 Lanes (1-4 Beyond the Ultimate)	Volusia/Seminole county line to 1/2 mile east of SR 472	widening		ROW - \$36,923,000; CST - \$613,310,000	\$661,233,000	To be funded as a public-private partnership using tolled lanes PE was completed in 2017; Cost Estimate per Connect 2045 Cost Feasible Plan
	4084642	SR 472 - widen from 4 lanes to 6	Graves Av to Kentucky/MLK Blvd	widening				To be undertaken as part of the I-4 Beyond the Ultimate Project
	4084642	Saxon Blvd Ramp/Roadway	I-4 to Normandy Blvd	ramp improvements				To be undertaken as part of the I-4 Beyond the Ultimate Project
	4084642	Rhode Island Extension	Veterans Memorial Pkwy to Normandy Blvd	new road and ramps				To be undertaken as part of the I-4 Beyond the Ultimate Project
2	4102511	SR 15 (US 17) - widen to 4 lanes	DeLeon Springs Blvd to SR 40	widening - PE and ROW	PE - \$66,000 - FY 22/23		\$26,897,540	PE and ROW funding complete for full segment
	4102513	SR 15 (US 17) - widen to 4 lanes	DeLeon Springs Blvd to Lake Winona Rd (Segment 1)	widening - Construction	RRU - \$150,000 - FY 22/23 CST - \$32,289,103 - FY 22/23 CEI - \$1,922,347 - FY 22/23 ENV - \$6,500 - FY 22/23		\$34,367,950	Project divided into 4 segments for Construction Funding
	4102511	SR 15 (US 17) - widen to 4 lanes	Duke Energy Substation to N of SR 40 (Segment 2)	widening - Construction		CST - \$13,766,508	\$13,766,508	
	4102511	SR 15 (US 17) - widen to 4 lanes	South of Winona Rd to Deep Creep Bridge (Segment 3A)	widening - Construction		CST - \$29,957,818	\$29,957,818	
	4102511	SR 15 (US 17) - widen to 4 lanes	Deep Creek Bridge to Duke Energy Substation (Segment 3B)	widening - Construction		CST - \$17,132,794	\$17,132,794	
3	4289471	SR 40 - widen to 6 lanes	Williamson to Breakaway Tr	widening	ROW - \$4,570,000 - FY 24/25 - FY 26/27	CST - \$22,990,000	\$33,325,232	PD&E was completed in 2014; CST Cost estimates will be updated in design phase
4	2408371	SR 40 - widen to 4 lanes	Cone Rd to SR 11	widening	ROW - \$974,890 - FY 23/24-25/26	CST - \$49,098,000	\$59,734,457	PE/ENV was completed in 2016
5	2408361	SR 40 - widen to 4 lanes	SR 11 to SR 15 (US 17)	widening	ROW - \$2,485,836 - FY 23/24-24/25	CST - \$42,252,000	\$54,617,591	PE was completed in 2014 ENV was completed in 2017
6	4484561/ 4484562	I-95/LPGA Blvd Interchange Modifications	LPGA Blvd from US 92 to Williamson Blvd	Interchange Improvements and widening	ROW - \$7,050,000 - FY 25/26 - 26/27	CST - \$86,037,600	\$103,947,040	CST Cost Estimate per FDOT

¹Projects ranked 1-5 on the Prioritized SIS Project List remain in their current spot or move to the next higher spot until they are completed and drop out of the Work Program

River to Sea TPO List of Prioritized Statagic Intermodal System (SIS) Projects

Rank ¹	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
7	4362921	I-95/Pioneer Trail New Interchange	at Pioneer Trail	New Interchange	ROW - \$11,137,293 - FY 23/24 - -- FY 24/25		\$148,295,169	FULLY FUNDED
8	4197722	I-95/US 1 Interchange	at US 1	Interchange Improvements	ROW - \$3,350,000 - FY 26/27	CST - TBD	TBD	
9	--	I-95/SR 44 Interchange	at SR 44	Interchange Improvements		PDE - \$2,250,000 PE - TBD ROW - TBD CST - TBD	TBD	Cost Estimate per Connect 2045 Cost Feasible Plan; interim safety improvements funded through FM # 442932-1
10	--	SR 100 - widen to 6 lanes	Old Kings Rd to Belle Terre Pkwy	widening		ROW - \$3,170,000 CST - \$31,700,000	\$34,870,000	Cost Estimate per Connect 2045 Cost Feasible Plan

¹Projects ranked 1-5 on the Prioritized SIS Project List remain in their current spot or move to the next higher spot until they are completed and drop out of the Work Program

River to Sea TPO List of Prioritized SIS Planning Studies

Rank	FM #	Project Name	Project Limits	Project Sponsor	Programmed (Year)	Estimated Total Project Cost	Year Submitted	Comments
--		I-4 - Regional TSMO	Seminole County to I-95	--	--	TBD	--	Identified in Connect 2045 for Planning Study
--		SR 100	US 1 to I-95	--	--	TBD	--	Identified in Connect 2045 for Planning Study
--		I-95 at SR 442 Interchange	at SR 442 Interchange	--	--	TBD	--	Identified in Connect 2045 as Unfunded Need

River to Sea TPO List of Prioritized Regionally Significant Non-SIS Projects
Adopted 6/28/2023

Rank ²	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
1	4371211	US 1 intersections (from the US 1 AIS)	SR 5 (US 1) at Park Av	intersection improvements		ROW - \$2,800,000 CST - \$3,500,000	\$6,871,490	Southbound right turn lane added as part of FM# 4268891, US 1 Median Modifications; PE is for a signal system upgrade to improve intersection operations
2	4081781	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd) to SR 600 (US 92 - International Speedway Blvd)	Corridor Improvements		PE - TBD ROW - TBD CST - TBD	TBD	PE completed for road widening project in 2018; Project purpose and need reevaluated as part of the Connect 2045 analysis to include Complete Street Corridor Improvements Cost estimates to be updated following redesign of project
3	4159641	Old Kings Rd - widen from 2 lanes to 4	Palm Harbor Village Way (W) to Farnum Lane	widening	--	CST - \$20,210,000 CEI - \$849,750	\$21,059,750	PE completed 2018; ROW completed 2016
	4159641	Old Kings Rd - widen from 2 lanes to 4	Farnum Lane to Forrest Grove Dr	widening	--	CST - \$18,870,000 CEI - \$847,275	\$19,717,275	PE completed 2018; ROW completed 2016
4	--	SR 44 - widen from 2 to 4 lanes	Grand Ave to SR 15A	widening/ upgrades to improve access to SunRail station	--	PE - \$1,736,000 ROW - \$1,740,000 CST - \$17,360,000	\$20,836,000	Cost Estimate per Connect 2045 Cost Feasible Plan
5	4226271	US 92 – widen from 4 to 6 lanes	I-4 EB Ramps to SR 600 (US 92) to CR 415 (Tomoka Farms Rd)	widening		ROW - \$8,870,200 CST - \$32,000,000	\$37,500,000	PE & ENV completed 2017 ROW funding deferred in 2017 and 2019
6	4484561	Tomoka River Bridge (LPGA Blvd)	W of Champions Dr to E of Tomoka Farms Rd	Bridge Replacement	ROW - \$7,050,000 - FY 25/26 - 26/27	CST - \$86,037,600	\$103,947,040	Integrated into I-95 Interchange at LPGA Blvd project on SIS list; Included on Non-SIS list to show local commitment and priority
7	4355611	Old Kings Road Extension - Phase II	Matanzas Woods Pkwy to Old Kings Rd	new road construction		CST - \$7,580,000 CEI - \$758,908	\$8,338,908	Cost Estimate per Connect 2045 Cost Feasible Plan
8	4271181 and 4271182	Commerce Pkwy Connector Road – new 2 lane roadway	SR 100 to US 1	new road construction	--	CST - \$8,800,000 CEI - \$880,000	\$14,520,000	\$6,241,614 identified for CST in Connect 2045
9	--	SR 600/SR15 (US 17/92)	SR 472 to SR 15A (Taylor Rd)	ITS/ Operational Improvements	--	ROW - \$3,000,000 CST - \$27,000,000	\$30,000,000	Cost Estimate per Connect 2045 Cost Feasible Plan

²Projects ranked 1-5 on the Prioritized Non-SIS Project List remain in their current spot or move to the next higher spot until they are completed and drop out of the Work Program

River to Sea TPO List of Prioritized Regionally Significant Non-SIS Projects

Rank ²	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
10	--	SR 44 - widen 4 to 6 lanes	I-4 to Prevatt Ave	widening		PE - \$358,002 ROW - \$2,864,017 CST - \$3,580,021	\$6,802,040	Cost Estimate per Connect 2045 Cost Feasible Plan
11	--	US 1 - widen 4 to 6 lanes	Nova Rd to I-95	widening	--	PLN - \$931,446 PE - \$1,862,891 ROW - \$14,903,128 CST - \$18,628,910	\$36,326,375	Cost Estimate per Connect 2045 Cost Feasible Plan
12	--	SR 415 (Tomoka Farms Rd) - widen 2 to 4 lanes	Acorn Lake Rd to Lake Ashby Rd	widening	--	PLN - \$1,393,028 PE - \$2,786,056 ROW - \$22,288,448 CST - \$27,860,560	\$54,328,092	Cost Estimate per Connect 2045 Cost Feasible Plan
13	--	SR 415 (Tomoka Farms Rd) - widen 2 to 4 lanes	Lake Ashby Rd to SR 44	widening	--	PLN - \$1,659,024 PE - \$3,318,049 ROW - \$26,544,389 CST - \$33,180,486	\$64,701,948	Cost Estimate per Connect 2045 Cost Feasible Plan
14	--	SR 44 - widen from 4 to 6 lanes	SR 415 to Glencoe Rd	widening	--	PLN - \$1,467,336 PE - \$2,934,673 ROW - \$23,477,383 CST - \$29,346,729	\$57,226,121	Cost Estimate per Connect 2045 Cost Feasible Plan
15	--	SR 44 - widen from 2 to 4 lanes	Lake County to Grand Ave	widening	--	PLN - \$696,514 PE - \$1,393,028 ROW - \$11,144,224 CST - \$13,930,280	\$27,164,046	Cost Estimate per Connect 2045 Cost Feasible Plan
16	4102511 4102513	SR 15 (US 17)	DeLeon Springs Blvd to SR 40	widening	Segment 1: RRU - \$150,000 - FY 22/23 CST - \$32,289,103 - FY 22/23 CEI - \$1,922,347 - FY 22/23 ENV - \$6,500 - FY 22/23	CST - \$13,766,508 (Seg 2); \$29,957,818 (Seg 3A); \$17,132,794 (Seg 3B)	\$120,371,688	SIS Facility - Included on Non-SIS list to show local commitment and priority Segment 1 - DeLeon Springs Blvd to Lake Winona Rd Segment 2 - Duke Energy SubStation to N of SR 40 Segment 3A - S of Winona Rd to Deep Creek Bridge Segment 3B - Deep Creek Bridge to Duke Energy Substation

³Projects ranked 1-5 on the Prioritized Non-SIS Project List remain in their current spot or move to the next higher spot until they are completed and drop out of the Work Program

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects
Adopted 6/28/2023

<i>Tier "A" - Projects with One or More Phases Funded</i>										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4523541	Rhode Island/Leavitt Ave Roundabout	Rhode Island Ave at Leavitt Ave	Roundabout	Orange City	System Performance Safety	CST - \$1,524,357 - FY 23/24			19%	
4478331	Clyde Morris Boulevard Right Turn Lanes	Clyde Morris Boulevard Right Turn Lanes	Intersection Improvements	Port Orange	System Performance	PE - \$279,750 - FY 25/26 ROW - \$332,526 - FY 27/28	CST -		10%	
4439791	Fort Smith Blvd Paved Shoulders	Elkcam Blvd to Providence Blvd	Paved shoulders	Deltona	Safety	--	--	\$1,178,518	33%	Deferred by FDOT to FY 24/25 or later.
4319221	SR 44/Kepler Rd Roundabout	SR 44 at Kepler Rd	Intersection Improvements	Volusia County	Safety	PE - \$175,000 - FY 23/24 ROW - \$815,992 - FY 23/24 D/B - \$7,794,431 - FY 23/24	--	\$17,239,480	0%	FULLY-FUNDED
4389811	Turnbull Bay Road Paved Shoulders	from Pioneer Trail to RR Crossing	Paved shoulders	Volusia County	Safety	CST - \$2,111,782 - FY 22/23 CEI - \$291,413 - FY 22/23	--	\$2,403,195	10%	FULLY-FUNDED
4389801	Old New York Avenue Paved Shoulders and Lane Widening	from SR 44 to Railroad	Paved shoulders	Volusia County	Safety	CST - \$1,681,510 - FY 21/22 CEI - \$113,030 - FY 21/22	--	\$3,352,539	10%	FULLY-FUNDED
4389821	US 1 Traffic Signal Upgrades	US 1 at 3rd St, 6th St, 8th St, Walker St, and Flomich St	Traffic signal support system upgrade	Holly Hill	System Performance	PE - \$9,630 - FY 21/22 ROW - \$594,419 - FY 21/22 CST - \$2,458,408 - FY 21/22 CEI - \$525,005 - FY 21/22	--	\$3,883,144	0%	FULLY-FUNDED
4379421 and 4379422	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor improvements	Daytona Beach	Safety	ROW - \$3,920,983 - FY 22/23-24/25 RRU - \$1,669,643 - FY 22/23 CST - \$8,327,121 - FY 22/23 CEI - \$935,911 - FY 22/23 <u>Landscaping:</u> CST - \$1,327,444 - FY 24/25 CEI - \$10,860 - FY 24/25	--	\$26,337,633	0%	FULLY-FUNDED
4450101	Elkcam Blvd Paved Shoulders	Fort Smith Blvd to Sylvia Dr	Paved Shoulders	Deltona	Safety	CST - \$1,808,840 - FY 20/21 CEI - \$148,786 - FY 20/21	--	\$2,115,304	33%	FULLY-FUNDED PE and CEI Locally Funded

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

<i>Tier "A" - Projects with One or More Phases Funded</i>										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4379351	Barracuda Boulevard Bridge Replacement	between Middle Way and Quay Assisi	Bridge Replacement	New Smyrna Beach	Safety	--	--	\$4,891,985	25%	FULLY-FUNDED
4379361	5th Street Bridge Replacement	between Riverside Dr and Commodore Dr	Bridge Replacement	New Smyrna Beach	Safety	--	--	\$3,440,427	25%	FULLY-FUNDED
4477121 and 4477122	Pioneer Trail/Tomoka Farms Road Roundabout	Pioneer Trail at Tomoka Farms Road	Roundabout	Volusia County	Safety, System Performance	CST - \$2,432,749 - FY 23/24 CEI - \$270,000 - FY 23/24	--			FULLY-FUNDED PE and CEI Locally Funded
4497701	Dunlawton Avenue Turn Lanes	Various Locations	Intersection Improvements	Port Orange	System Performance	PE - \$610,050 - FY 22/23 ROW - \$290,940 - FY 24/25 CST - \$3,926,500 - FY 26/27 CEI - \$802,067 - FY 26/27	--	\$5,629,557	10%	FULLY-FUNDED
4498551	Whiteview Parkway	US 1 to I-95	Corridor Improvements	Palm Coast	Safety, System Performance	CST/CEI - \$5,851,949 - FY 22/23	--	\$7,472,101	10%	FULLY-FUNDED PE Locally Funded - CST/CEI funds at approx 78% Local Funded
4494751	Williamson Blvd Access Upgrades	Airport Rd to Taylor Rd	Corridor Improvements	Volusia County	Safety	PE - \$24,000 - FY 22/23 (LF) CST - \$386,525 - FY 24/25 CEI - \$55,000 - FY 24/25 (LF)	--	\$465,525	10%	FULLY FUNDED Design and CEI Locally Funded
4494691	LPGA Blvd at Jimmy Ann Dr	LPGA Blvd at Jimmy Ann Dr	Traffic Signal	Daytona Beach	System Performance	PE - \$92,360 - FY 22/23 (LF) CST - \$895,200 - FY 24/25 CEI - \$111,900 - FY 24/25	--	\$992,360	10%	FULLY-FUNDED Desing Locally Funded

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "B" - Projects Ready for Funding											
Rank³	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
1	Beach Street - Complete Streets Retrofit	Orange Ave to Main/Fairview St	Complete Street	Daytona Beach	Safety, System Performance	PE - \$617,000 (LF) CST - \$8,000,000 CEI - \$744,000	\$9,361,000	10%	2018	60.63	
2	SR 415 at Enterprise/Osteen Rd Traffic Signal	SR 415 at Enterprise/Osteen Rd	Traffic Signal	Volusia County	Safety	PE - \$60,000 CST - \$500,000 CEI - \$50,000	\$610,000	0%	2021	71.89	FDOT developing project scopes (Bundle of 3 projects - Tier B2, B6, B9)
3	SR 15A/Beresford Ave/S. Spring Garden Ave	SR 15A/Beresford Ave/S. Spring Garden Ave	Intersection Improvements	Volusia County	System Performance	PE - \$400,000 ROW - \$1,500,000 CST - \$3,500,000 CEI - \$350,000	\$5,750,000	0%	2022	69.22	
4	SR A1A at SR 40 Signal Upgrade	SR A1A at SR 40	Traffic Signal Upgrade	Volusia County	Safety	PE - \$60,000 CST - \$500,000 CEI - \$50,000	\$610,000	0%	2021	63.37	FDOT developing project scopes (Bundle of 3 projects - Tier B2, B6, B9)
5	North Nova Rd - Corridor Improvements	SR 40 to US 1	Corridor improvements	Ormond Beach	Safety	PE - \$461,550 CST - \$3,077,000 CEI - \$307,700	\$3,846,250	10%	2019	61.55	Mixed-Use Project - also listed on Bike/Ped Tier B; Coordination with FDOT to include scope as part of SR 40 Resurfacing Project
6	Lake Helen Osteen Rd at Captain Dr and Haulover Blvd - Intersection Improvements	Lake Helen Osteen Rd at Captain Dr & Haulover Blvd	Intersection Improvements	Deltona	Safety	PE - \$197,000 (LF) CST - \$416,484 CEI - \$148,000 (LF)	\$761,484	33%	2019	60.00	
7	Emergency Traffic Signal Fire Station 55	At Fire Station #55		Edgewater		PE - \$45,000 CST - \$320,000 CEI - \$35,000	\$400,000	33%	2023	65.88	
8	Fort Florida Rd Bridge Reconstruction	Fort Florida Rd Bridge		DeBary	Safety	PE - \$150,000 CST - \$1,800,000 CST - \$50,000	\$2,000,000	25%	2023	59.13	
9	US 17/92 at Rich Ave Signal Upgrade	US 17/92 at Rich Ave	Signal Upgrade	Volusia County	System Performance	PE - \$60,000 CST - \$500,000 CEI - \$50,000	\$610,000	0%	2021	58.67	FDOT developing project scopes (Bundle of 3 projects - Tier B2, B6, B9)

³Projects ranked 1-8 on Tier "B" of the List of Prioritized Traffic Ops, Safety, and Local Initiatives Projects will be ranked in their current spot or move to the next higher spot until they are programmed and move to Tier "A"

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "B" - Projects Ready for Funding											
Rank³	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
10	Belle Terre Pkwy Corridor Improvements	from Pine Grove Dr to Pritchard Dr	Intersection Improvements	Palm Coast	Safety, System Performance	CST - \$1,010,000 CEI - \$101,218 (LF)	\$1,111,218	10%	2017	57.63	
11	SR 44(NSB) Corridor Improvements	From West of Mission Rd to Canal St	Intersection Improvements	Volusia County	Safety, System Performance	PE - \$150,000 CST - \$750,000 CEI - \$75,000	\$975,000	0%	2018	56.88	
12	Benson Junction Rd Reconstruction	Shell Rd S to Charles Richard Beall Blvd	Roadway Improvements	DeBary	Safety	CST - \$2,500,000	\$2,500,000	50%	2023	56.88	
13	Fort Florida Rd Reconstruction	Barwick Rd to DeBary Sunrail	Roadway Improvements	DeBary	Safety	CST - \$3,000,000	\$3,000,000	50%	2023	55.86	
14	Belle Terre Pkwy Corridor Improvements	from Ponce DeLeon to Point Pleasant	Intersection Improvements	Palm Coast	Safety, System Performance	CST - \$328,123 CEI - \$32,217 (LF)	\$360,340	10%	2017	55.63	
15	Mason Ave, Phase 2 Improvements	Clyde Morris Blvd to N Beach Street	Corridor Improvements	Daytona Beach	Safety, System Performance	PDE - TBD	TBD	0%	2023	56.50	
16	SR 44 (New York Ave) at SR 15A (Spring Garden Ave)	SR 44 (New York Ave) at SR 15A (Spring Garden Ave)	Intersection Improvements	Volusia County	System Performance	PE - \$1,197,940 ROW - \$3,802,680 CST - \$873,208 CEI - \$126,756	\$5,999,784	0%	2022	55.33	
17	Sauls Street Bridge Replacement		Bridge Replacement	South Daytona	Safety, System Performance	PE - \$345,000 CST - \$1,975,388 CEI - \$185,000	\$2,505,388	10%	2020	54.83	Mixed-Use Project - also listed on Bike/Ped Tier B; Traffic Ops funding amount to be consistent w/ Traffic Ops component of project
18	Belle Terre Pkwy/Royal Palms Pkwy	At Royal Palms Pkwy	Intersection Improvements	Palm Coast	Safety, System Performance	CST - \$1,470,000 CEI - \$147,400 (LF)	\$1,617,400	10%	2017	54.38	
19	Doyle Road Paved Shoulders	from Twisted Oak Tr to Lush Ln	Paved shoulders	Volusia County	Safety	PE - \$80,000 (LF) ROW - \$255,067 CST - \$580,799 CEI - \$90,000 (LF)	\$951,183	10%	2017	50.25	

³Projects ranked 1-8 on Tier "B" of the List of Prioritized Traffic Ops, Safety, and Local Initiatives Projects will be ranked in their current spot or move to the next higher spot until they are programmed and move to Tier "A"

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "B" - Projects Ready for Funding											
Rank³	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
20	South Daytona Traffic Camera Network	Citywide	TSMO	South Daytona	Safety, System Performance	PE - \$269,000 CST - \$1,750,000	\$2,269,000	10%	2023	51.71	
21	Fluhart Drive Roundabouts	Fluhart Dr at South Halifax and Riverside Dr	Intersection Improvements	Ormond Beach	Safety	PE - \$56,600 CST - \$282,700 CEI - \$28,300	\$367,600	10%	2017	49.88	
22	DeBary Elementary Turn Lanes	Donald E Smith Blvd at DeBary Elementary	Turn Lane Improvements	DeBary	Safety, System Performance	PE - \$60,000 CST - \$287,000 CEI - \$43,000	\$390,000	18%	2021	49.78	
23	Jacobs Rd Paved Shoulders and Sidewalks	from Plymouth Av to US-92	(Roundabouts)	Volusia County	Safety	PE - \$175,000 (LF) CST - \$1,938,537 CEI - \$130,000 (LF)	\$2,243,537	10%	2017	45.75	
24	Pineland Trail - Roadway Improvements	Airport Road to Broadway Ave	Roadway Improvements	Ormond Beach	Safety, System Performance	PE - \$622,215 CST - \$4,148,100 CEI - \$460,900 (LF)	\$5,761,250	10%	2019	42.60	
25	Reed Canal Park Bridge Replacement	Reed Canal Rd at Reed Canal Park	Bridge Replacement	South Daytona	Bridge/ Pavement	PE - \$359,862 CST - \$2,325,744	\$2,729,487	10%	2021	40.67	

³Projects ranked 1-8 on Tier "B" of the List of Prioritized Traffic Ops, Safety, and Local Initiatives Projects will be ranked in their current spot or move to the next higher spot until they are programmed and move to Tier "A"

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "C" - Projects Awaiting Feasibility Study									
Rank	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Local Match	Year Submitted	Project Score	Comments
1	US 17/92 Sustainability Corridor	Star Lane to Dirksen Dr	Corridor Improvements	DeBary	Safety	10%	2021	14.22	Coordination with FDOT to include scope as part of US 17/92 Resurfacing Project
2	Ridgewood Ave at Dunlawton Ave Turn Lane	Ridgewood Ave at Dunlawton Ave	Intersection Improvements	Port Orange	System Performance	10%	2023	14.00	
3	West Highbanks At US 17/92 Intersection Improvements	West Highbanks Rd at US 17/92	Intersection Improvements	DeBary	System Performance	10%	2021	13.78	Coordination with FDOT to include scope as part of US 17/92 Resurfacing Project
3	Dunlawton Avenue/Taylor Road Pedestrian Streetlighting	Spruce Creek Road to I-95; I-95 to Taylor Rd	Lighting	Port Orange	Safety	10%	2022	13.78	Lighting Justification Report Completed 2023
5	Fire Station 52 - Emergency Traffic Signal	3rd Ave at Firestation 52	Emergency Traffic Signal	New Smyrna Beach	Safety	10%	2019	12.91	
6	Eastport Access Improvements (Spruce Creek Rd)	Dunlawton Ave to Commonwealth Blvd	Access Improvements	Port Orange	Safety	10%	2021	12.89	
7	US 17-92 at Highbanks Road Intersection - Southbound Right Turn Lane Extension	US 17-92 at Highbanks Rd	Intersection Improvements	Volusia County	System Performance	10%	2016	12.70	Coordination with FDOT to include scope as part of US 17/92 Resurfacing Project
8	US 1 at Halifax Ave - Traffic Signalization	US 1 at Halifax Ave	Traffic Signal	Oak Hill	Safety	10%	2019	12.64	
9	Taylor Rd/Clyde Morris Blvd Intersection Improvements	Taylor Rd at Clyde Morris Blvd	Intersection Improvements	Port Orange	System Performance	10%	2018	12.57	
10	US 17-92 at New York Av Intersection - Southbound Right Turn Lane Extension	US 17-92 at New York Av	Intersection Improvements	Volusia County	System Performance	10%	2016	12.40	
11	Old Mission Road Guardrail Addition	Park Av to Josephine St	Safety Improvement	Volusia County	Safety	10%	2016	12.30	
12	Flagler Ave at Penninsula Ave Intersection Improvements	Flagler Ave at Penninsula Ave	Intersection Improvements	New Smyrna Beach	System Performance	10%	2021	12.22	
13	SR 421/Dunlawton Ave at Victoria Gardens Blvd Intersection - Westbound Left Turn Lane Extension	SR 421 at Victoria Gardens Blvd	Intersection Improvements	Volusia County	System Performance	10%	2016	12.20	
14	North Normandy Curve Realignment	Baltimore Ave and Fourwinds St	Safety Improvement	Deltona	Safety	10%	2018	12.14	
15	Signal Enhancement at SR 5/US 1 and SR 100	SR 5 at SR 100	Add protected left turn arrow	Bunnell	Safety	10%	2015	12.00	

River to Sea TPO List of Prioritized Traffic Operations, Safety, and Local Initiatives Projects

Tier "C" - Projects Awaiting Feasibility Study									
Rank	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Local Match	Year Submitted	Project Score	Comments
16	Taylor Rd at Yorktowne Blvd/Boggs Ford Rd - Eastbound Right-Turn Lane & Westbound Right-Turn Lane Extension	Taylor Rd at Yorktowne Blvd/Boggs Ford Rd	Intersection Improvements	Port Orange	System Performance	10%	2019	12.00	
17	Pioneer Trail Paved Shoulders (Tomoka Farms Rd to Airport Rd)	Tomoka Farms Rd to Airport Rd	Safety Improvements	Volusia County	Safety	10%	2016	11.80	
18	Pioneer Trail Paved Shoulders (Airport Rd to Williamson Blvd)	Airport Rd to Williamson Blvd	Safety Improvements	Volusia County	Safety	10%	2016	11.50	
19	Washington Street Roadway and Pedestrian Safety Improvements	US 1 to Riverside Dr	Safety	New Smyrna Beach		10%	2020	11.42	
20	Madeline Avenue Lane Widening	Clyde Morris Blvd to Nova Rd	Safety	Port Orange	Safety	10%	2020	11.33	
21	SR 400 (Beville Rd) Mast Arm Traffic Signals (Golfview Blvd & Magnolia Av)	SR 400 at Golfview Blvd & Magnolia Av	Traffic Signal Upgrade	Daytona Beach	System Performance	10%	2016	11.14	
22	Eastbound Madeline Avenue Left-Turn Lane at Clyde Morris Boulevard	Madeline Av at CR 483 (Clyde Morris Blvd)	Intersection improvements	Port Orange	System Performance	10%	2017	11.00	
23	Intersection of Herbert Street and Nova Rd	Herbert St at SR 5A (Nova Rd)	Intersection improvements	Port Orange	System Performance	10%	2017	11.00	
24	East-West Neighborhood Network Improvements	south of SR 44, east of Glencoe Rd, west of Old Mission Rd	Corridor Improvements	New Smyrna Beach	System Performance	10%	2020	10.92	
25	US 1 Streetscape Improvements Phase II	McDonald Av to South City Limit	Streetscape and resurfacing	South Daytona	Pavement/ Bridge	10%	2015	10.25	
26	Euclid Ave Paved Shoulders	Alabama Ave to Grand Ave	Paved Shoulder	DeLand	Safety	10%	2023	9.38	
27	Port Orange Bridges Replacement	Multiple Locations	Bridge Replacement	Port Orange	Pavement/ Bridge	10%	2023	9.13	
28	Golfview Blvd at Big Tree Road - Traffic Signal Upgrade	Golfview Blvd at Big Tree Rd	Traffic Signal Upgrade	South Daytona	System Performance	10%	2019	8.64	
29	Magnolia Avenue Traffic Calming Island	Reed Canal Rd to Big Tree Rd	Traffic calming	South Daytona	Safety	10%	2017	6.89	
30	Reed Canal Park Wood Bridge Replacement	Reed Canal at entrance to Reed Canal Park	Bridge Replacement	South Daytona	Pavement/ Bridge	10%	2015	5.25	

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects
Adopted 6/28/2023

Tier "A" - Projects with One or More Phases Funded										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4409501	Thompson Creek Trail	Division St to Wilmette Ave	Trail	Ormond Beach	Safety	PE-\$686,302 FY 26/27	CST, CEI	\$2,921,804	10%	
4462481	Deltona School Crosswalk Embedded Lights	Multiple Limits	Crosswalk Lights	Deltona	Safety	--	--	TBD	33%	Deferred by FDOT to FY 24/25 or later.
4409061	Navy Canal Trail	Museum Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	CST-\$803,000-FY 25/26 CEI-\$22,597-FY 25/26	--	TBD	10%	Consideration of alt. alignment due to FAA/ Airport/County concerns with Runway Protection Zone encroachment
4355381	W. French Ave Shared Use Path	Werley Trail to Valentine Park	Trail	Orange City	Safety	CST-\$819,915 FY 24/25 CEI-\$122,987 FY 24/25	--	TBD	10%	
4502471	Ponce Inlet Mobility Project	South Peninsula Drive	Sidewalk	Ponce Inlet/Volusia County	Safety	PE-\$823,744 (LF) FY 23/24 CST-\$1,137,181 FY 25/26 CEI-\$170,577 25/26	--	\$4,638,853	15%	PE Locally Funded - LAP Project Managed by Volusia County
4487861	N US 1 Sidewalk	Airport Road to Broadway Ave	Sidewalk	Ormond Beach	Safety	PE-\$434,400 FY 23/24	CST, CEI	\$3,267,500	0%	
4379421 and 4379422	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor Improvements	Daytona Beach	Safety	ROW - \$3,920,983 - FY 22/23-24/25 RRU - \$1,669,643 - FY 22/23 CST - \$8,327,121 - FY 22/23 CEI - \$935,911 - FY 22/23 <u>Landscaping:</u> CST - \$1,327,444 - FY 24/25 CEI - \$10,860 - FY 24/25	--	\$26,337,633	0%	FULLY-FUNDED
4379351	Barracuda Boulevard Bridge Replacement	between Middle Way and Quay Assisi	Bridge Replacement	New Smyrna Beach	Safety	--	--	TBD	25%	FULLY-FUNDED
4379361	5th Street Bridge Replacement	between Riverside Dr and Commodore Dr	Bridge Replacement	New Smyrna Beach	Safety	--	--	TBD	25%	FULLY-FUNDED
4390371	Beville Rd Shared Use Path	Andros Isles Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	PE-\$4,459 FY 22/23 CEI-\$10,552 FY 22/23	--	TBD	0%	FULLY-FUNDED

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

<i>Tier "A" - Projects with One or More Phases Funded</i>										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4435121	SR A1A Pedestrian Safety Improvements	Multiple Locations	Midblock Pedestrian Crosswalks	Ormond Beach	Safety	CEI-\$20,444-FY 22/23	--	\$6,592,972	0%	FULLY-FUNDED Funded by FDOT Safety Office
4364731	Lehigh Trailhead	Palm Coast Tennis Center	Trailhead	Palm Coast	Safety	CEI-\$7,846 FY 22/23	--	\$2,707,770	10%	FULLY-FUNDED
4399712	Fremont Av Sidewalk	Niles St to US 1	Sidewalk	Daytona Beach	Safety	CEI-\$4,563 FY 22/23	--	\$317,935	10%	FULLY-FUNDED
4411321	SR 442 Shared Use Path	Trail Overpass to Air Park Rd	Trail and Sidewalk	Edgewater	Safety	CST \$142,112-FY 22/23 CEI-\$45,701 FY 22/23	--	\$3,171,826	0%	FULLY FUNDED Being completed as part of resurfacing project
4432362	Derbyshire Park Area Sidewalks, Phase 2	Multiple Limits	Sidewalk	Daytona Beach	Safety	CST \$1,558,571 FY 22/23 CEI \$128,541 FY 22/23	--	\$1,812,329	10%	FULLY FUNDED
4450282	Providence Bv Shared Use Path	Perimeter Dr to Alexander Av	Trail	Deltona	Safety	CST-\$1,274,686 FY 22/23 CEI-\$211,478 FY 22/23	--	\$1,202,150		FULLY FUNDED Phase 1 trail segment
4475171	SJR2C Wayfinding Signage Project	Multiple Limits	Signage	Volusia County	Safety	CST-\$358,469 FY 24/25 CEI-\$124,731 FY 24/25	--	\$507,059	10%	FULLY FUNDED
4440331 4440332	Port Orange Sidewalk Gaps	Multiple Limits	Sidewalk	Port Orange	Safety	CST-\$403,511 FY 24/25 CEI-\$67,140 FY 24/25	--	TBD	10%	FULLY-FUNDED FM #4487721/2, 4440331/2, and 4462851/2 Bundled
4487721 4487722	Williamson-Willow Run Bv Sidewalk	Town Park Subdivision to Chardonay Dr	Sidewalk	Port Orange	Safety	CST-\$582,191 FY 24/25 CEI-\$87,329 FY 24/25	--	TBD	10%	FULLY-FUNDED FM #4487721/2, 4440331/2, and 4462851/2 Bundled
4462851 4462852	Willow Run Bv Sidewalk	Harms Way to Clyde Morris Bv	Sidewalk	Port Orange	Safety	PE-\$120,000 FY 22/23 CST-\$472,218 FY 24/25 CEI-\$70,743 FY 24/25	--	\$574,458	10%	FULLY-FUNDED FM #4487721/2, 4440331/2, and 4462851/2 Bundled
4470191	Reed Canal Rd Sidewalk	Nova Rd to US 1	Sidewalk	South Daytona	Safety	PE-\$412,377 FY 23/24 CST-\$2,261,759 FY 25/26 CEI-\$236,108 FY 25/26	--	\$2,568,006	10%	FULLY-FUNDED

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "B" - Projects Ready for Funding											
Rank⁴	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
1	Golfview Shared Use Path	Big Tree Rd to Beville Rd	Trail	South Daytona	Safety	PE-\$58,000 CST-\$424,625 CEI-\$42,463	\$515,820	10%	2021	75.50	
2	N Nova Rd Corridor Improvements	SR 40 to US 1	Complete Street	Ormond Beach	Safety	PE-\$461,000 CST-\$3,077,000 CEI-\$307,700	\$3,845,700	0%	2019	71.43	Mixed-Use Project - also listed on Traffic Ops Tier B; Coordination with FDOT to include scope as part of SR 40 Resurfacing Project
3	Halifax River/East Coast Greenway Trail	Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)	Trail	Daytona Beach	Safety	CST-\$340,788 (P1) CST-\$417,770 (P2) CEI-\$81308 (P1) CEI-\$99,684 (P2)	\$911,270	10%	2016	70.67	AKA Sweetheart Trail Loop
4	Sauls St to Carmen Dr Shared Use Path	Sauls St to Carmen Dr	Trail	South Daytona	Safety		\$8,800,000	10%	2023	70.17	
5	Sauls St Bridge	Reed Canal south side to Reed Canal north side	Bridge	South Daytona	Safety	PE-\$345,000 CST-\$1,975,388 CEI-\$185,000	\$2,713,851	10%	2020	68.33	
6	Fort Florida Rd Trail	Barwick Rd to Railroad Tracks	Trail	DeBary	Safety	CST-\$650,000 CEI-\$98,000	\$1,078,000	15%	2021	67.75	
7	South St Multi-Use Trail	Turnbull Bay Rd to US 1	Trail	New Smyrna Beach	Safety	PE-\$215,709 CST-\$1,078,547 CEI-\$122,415	\$1,616,270	10%	2023	67.00	
8	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail head	Trail	Palm Coast	Safety	PE-\$395,395 CST-\$2,760,000 CEI-\$276,776	\$3,430,000	10%	2017	66.75	
9	Mason Ave, Phase 2 Improvements	Clyde Morris Bv to Beach St	PDE Study	Daytona Beach	Safety	TBD	TBD	0%	2023	66.00	
10	US 1 Sidewalk	Airport Rd to Wilmette Ave	Sidewalk	Ormond Beach	Safety	CEI-\$250,000	\$1,481,700	0%	2015	65.00	
11	Madeline Av Trail, Phase 1	Clyde Morris Bv to Nova Rd	Trail and Sidewalk	Port Orange	Safety	PE-\$341,134 CST-\$1,903,712 CEI-\$247,656	\$2,492,502	10%	2019	64.29	
12	Port Orange Sidewalk Bundle #1	Multiple Limits	Sidewalk	Port Orange	Safety	PE-\$1,116,008 CST-\$2,140,478 CEI-\$298,433	\$36,214,544	10%	2022	64.00	

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

<i>Tier "B" - Projects Ready for Funding</i>											
Rank ⁴	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
13	SR 44 Multi-Use Trail	I-95 west side to I-95 east side	Trail	New Smyrna Beach	Safety	PE-\$136,241 CST-\$681,207 CEI-\$89,238	\$1,046,684	0%	2023	63.83	
14	Derbyshire Park Trail	Internal to Derbyshire Park	Trail	Daytona Beach	Safety	CST-\$1,465,849 CEI-\$220,335	\$1,771,522	10%	2014	63.50	
15	Madeline Av Trail, Phase 2	Williamson Bv to Clyde Morris Bv	Trail and Sidewalk	Port Orange	Safety	PE-\$410,939 CST-\$2,381,595 CEI-\$322,924	\$3,115,458	10%	2019	62.86	
16	Air Park Rd Sidewalk	30th St to SR 442	Sidewalk	Edgewater	Safety	PE-\$215,473 CST-\$1,740,085 CEI-\$40,000	\$1,995,558	10%	2021	61.00	
17	Turnbull Bay Rd Trail	Fairgreen Ave to Industrial Park Ave	Trail	New Smyrna Beach	Safety	PE-\$102,976 CST-\$541,882 CEI-\$51,488	\$821,762	10%	2018	60.20	
18	Magnolia Ave Shared Use Path	Reed Canal Rd to Beville Rd	Trail	South Daytona	Safety	PE-\$369,000 ROW-\$250,000 CST-\$2,508,460 CEI-\$345,000	\$3,566,216	10%	2022	55.75	
19	County Rd 3 Shared Use Path	Washington Ave to Palmetto Ave	Trail	Pierson	Safety	CST-\$1,042,236	\$2,169,000	10%	2018	51.40	
20	Tarragona Way Sidewalk	Australia St to Museum St	Sidewalk	Daytona Beach	Safety	CST-TBD	TBD	10%	2006	35.00	PE is locally funded

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

<i>Tier "C" - Projects Awaiting Feasibility Study</i>									
Rank	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Local Match	Year Submitted	Project Score	Comments
1	Spruce Creek Road Sidewalk Gaps	Oak River Dr to Commonwealth Bv	Sidewalk	Port Orange	Safety	10%	2021	55.75	
2	Ocean Ave Sidewalk	S. Peninsula Ave to S. Atlantic Ave	Sidewalk	New Smyrna Beach	Safety	10%	2017	52.25	
3	South Daytona Elementary Sidewalk Expansion	Multiple Limits	Sidewalk	South Daytona	Safety	10%	2018	52.00	
4	27th Street Sidewalk	Silver Palm Dr to Travelers Palm Dr	Sidewalk	Edgewater	Safety	10%	2022	50.67	
5	Hickory Bluff Preserve Trail	Hickory Bluff Preserve to Maytown Rd	Trail	Volusia County	Safety	10%	2018	48.75	
6	Art Center Blvd Sidewalk	Sundance Trail to US 1	Sidewalk	New Smyrna Beach	Safety	10%	2017	44.00	

River to Sea TPO List of Shared Use Nonmotorized (SUN) Trail Projects
Adopted 6/28/2023 Amended 12/18/2023

Tier "A" - Projects in the SunTrail Work Program										
Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
SJR2C	4390396	Volusia	Spring to Spring Gap: DeBary (Phase 3C)	W Highbanks Rd to DeBary Plantation Bv	Trail	Volusia County	CST-\$2,411,243 FY 24/25	None	\$1,500,000	FULLY-FUNDED
C2C, HOF	4391951	Volusia	Coast to Coast Gap: DeBary	Fort Florida Rd to Coast to Coast Trail	Trail	DeBary	CST \$225,000 FY 20/21	None	\$500,000	FULLY-FUNDED
SJR2C	4398622	Volusia	Oak Hill to Edgewater: US 1	US 1 to Dale Ave	Trail	Volusia County	CST-\$5,889,944 FY 25/26	None	\$8,238,945	FULLY-FUNDED
SJR2C	4398641	Volusia	New Smyrna Gap: Myrtle Av	10 th St to SR 44/Lytle Av	Trail	New Smyrna Beach	CST-\$2,099,830 FY 23/24 CEI-\$298,120 FY 23/24	None	\$4,111,232	FULLY-FUNDED
SJR2C	4398652	Volusia	Palmetto Av Gap	Ridge Bv to Beville Rd	Trail	South Daytona	PE-\$50,000-FY 23/24 CST-\$1,451,746 FY 24/25 CEI-\$156,100 FY 24/25	None	\$3,068,898	FULLY-FUNDED
SJR2C	4398653	Volusia	Spruce Creek Rd Gap	S of Selin Cir to Herbert St	Trail	Port Orange	CST-\$421,600-FY 22/23	None	\$468,320	FULLY-FUNDED
SJR2C, HOF	4102511	Volusia	US 17 Trail	W. Baxter St to SR 40	Trail	Volusia County	PE-TBD	CST	TBD	Moved from Tier "B"
SJR2C	447963-1	Volusia	New Smyrna Gap: SR 44 to US 1	SR 44/Lytle Av to US 1	Trail	New Smyrna Beach	PD&E-\$750,000 FY 22/23	PE, CST	TBD	PD&E Study

Tier "B" - Projects Awaiting Funding

Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
HOF	4106761	Volusia	SR 40 Black Bear Scenic Trail	Volusia/Lake County Line to US 17	Trail	Volusia County	PD&E Study	PE, CST	TBD	
SJR2C	4398654	Volusia	South Daytona Gap	Sauls St/McDonald Rd to Carmen Dr/Ridge Bv	Trail	South Daytona		CST	TBD	
SJR2C	4398655	Volusia	US 1 Trail	South St to Nova Rd	Trail	Volusia County		PE, CST	TBD	
SJR2C	4398721	Volusia	Ormond Beach Gap: SR 40	Cassen Park to A1A	Trail	Ormond Beach		PE, CST	TBD	
SJR2C	4398742	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Old New York Av	Trail	Volusia County		ROW, CST	TBD	
SJR2C	4398743	Volusia	Spring to Spring Gap: DeLand	Old New York Av to SR 44	Trail	Volusia County		ROW, CST	TBD	
SJR2C	4398744	Volusia	Spring to Spring Gap: DeLand	SR 44 to Minnesota/Grand Av	Trail	Volusia County		ROW, CST	TBD	
SJR2C	4398761	Volusia	SR 15 (US 17)	SR 40 to Putnam County Line	Trail	Volusia County		CST	TBD	
SJR2C	4428741 4509461	Volusia	SJR2C Loop Trail (A1A)	Plaza Dr to Volusia/Flagler County Line	Trail	Volusia County		PE, CST	TBD	
SJR2C		Volusia	Sauls St to Carmen Dr Shared Use Path	Sauls St to Carmen Dr	Trail	South Daytona	PE, CST	\$8,800,000		
SJR2C		Volusia	Halifax River/East Coast Greenway Trail	Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)	Trail	Daytona Beach		PE, CST	\$910,270	AKA Sweetheart Trail Loop
Palm Coast to Ormond Trail Corridor		Flagler	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail head	Trail	Palm Coast		PE, CST	\$3,430,000	
East Central Regional Rail Trail		Volusia	Deering Park North Trail	SR 44 to East Central Regional Rail Trail	Trail	Edgewater		PE, CST	TBD	East Central Regional Rail Trail connection to Florida Wildlife Corridor
Coast-to-Coast Trail		Volusia	Florida Wildlife Corridor Trail in Volusia County	Coast-to-Coast Trail to SR 40	Trail	Volusia County		PD&E Study, PE, CST	TBD	Coast-to-Coast Trail connection to Florida Wildlife Corridor
Palm Coast to Bulow Trail Corridor		Flagler	Old Kings Road Trail	Volusia/Flagler County line to Palm Coast Linear Park on Palm Coast Parkway	Trail	Flagler County and Palm Coast		PE, CST	TBD	
East Palatka to Lehigh Trail Corridor		Flagler	Old Brick Road Trail	Lehigh Trail to Flagler/St. Johns County line	Trail	Flagler County		PD&E Study, PE, CST	TBD	Lehigh Trail connection to Florida Wildlife Corridor
SJR2C		Flagler	SJR2C Flagler Beach Gap (A1A)	Volusia/Flagler County line to Ocean Marina Drive	Trail	Flagler Beach		PD&E Study, PE, ROW, CST, CEI	TBD	

River to Sea TPO List of Prioritized Transit Projects
Adopted 6/28/2023

Rank	FM #	Project Name	Project Limits	Description	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
1	4234461	Commuter Rail - Sunrail Phase 2 North Expansion	DeBary Station to DeLand Station	Rail	PE - \$1,875,425 ROW - \$331,432 CST - \$42,761,405	--	\$44,968,262	Estimated Completion - summer of 2024
2	--	Votran Mobility on Demand (MOD) Design and Deployment Project	Volusia County	On-Demand Bus Service	N/A	Implementation	\$96,503	MOD Zones: Southwest DeLand, East DeLand, Northwest DeLand, South Deltona/Enterprise, Holly Hill/Ormond Beach, Ponce Inlet
3	--	Votran Park and Ride (Intermodal Transfer) Facility Study	West Volusia County Area	Feasibility Study	N/A	PE, CST	\$91,885	

Note: Transit projects are typically identified by the designated recipient of transit funding.

River to Sea TPO List of Prioritized Planning Studies
Adopted 6/28/2023

Rank	FM #	Project Name	Project Limits	Project Sponsor	Programmed (Year)	Estimated Total Project Cost	Year Submitted	Project Score	Comments
1	--	LPGA Blvd Widening Study	Nova Rd to US 1	Holly Hill	--	\$100,000	2023	38.63	
2	--	North US 1 Corridor Improvement Study	Granada Blvd to the Flagler County Line	Ormond Beach	--	\$250,000	2021	36.56	
3	--	Sidewalk and Bike Trail Gap Study	City-Wide	DeBary	--	\$120,000	2023	35.00	
4	--	Beresford Avenue Extension	from Kepler Rd to SR 44	DeLand	--	\$100,000	2015	34.88	Related to Traffic Ops, Tier A Project - SR 44/Kepler Rd Roundabout - FM# 4319221
5	--	LPGA Blvd Corridor Management Plan	LPGA Blvd from US 92 to SR 5A (Nova Rd)	Volusia County	--	\$80,000	2017	33.56	US 92 to Williamson Blvd included in I-95/LPGA Blvd Project FM# 4484561
6	--	N Normandy Blvd Corridor Improvement Study	from Graves Ave to Firwood Dr	Deltona	--	\$75,000	2018	32.86	
7	--	Beachside Neighborhood Pedestrian Safety, Mobility & Access	beachside in Daytona Beach	Daytona Beach	--	\$75,000	2015	32.50	Assess safety, mobility & access with focus on connections to A1A & beach
8	--	Ft Florida Rd Planning Study	US 17	DeBary	--	\$24,900	2016	31.83	
9	--	DeBary Village Center Corridor Improvement Study	from Highbanks Rd at US 17-92 to Plantation Rd at US 17-92.	DeBary	--	\$23,500	2017	31.78	
10	--	Hand Avenue Extension	Westerly extension from Williamson Blvd across I-95; including widening of Hand Ave from Shangri-La Dr to Williamson Blvd	Ormond Beach	--	\$500,000	2018	30.88	
11	--	West extension of DeLand Greenway	From Alabama Greenway Trail to Spring to Spring Trail	DeLand	--	\$25,000 to \$55,000	2017	29.89	Multiple alignments between Minnesota Av and Euclid Av will be considered
12	--	Saxon Blvd Flyover	from I-4 to North Normandy Blvd in the Saxon Blvd area	Deltona	--	\$75,000	2018	29.71	
13		Blue Smyrna Smart Ride Shuttle Service	Loop Route along SR 44, Atlantic Avenue, Flagler Avenue, North Causeway Blvd., SR 44 Business	New Smyrna Beach		\$50,000	2020	29.00	
14	--	New Smyrna Beach US 1 Complete Streets	South city limit to north city limit	New Smyrna Beach	--	\$64,000	2016	27.5	
15	--	Flagler Beach Multi-Modal Hub Study	City-wide	Flagler Beach	--	\$150,000	2017	25.44	
16	--	Daytona Beach Bicycle & Pedestrian Master Plan	City-wide	Daytona Beach	--	\$115,000	2015	24.75	

River to Sea TPO List of SU Funded Planning Studies

UPWP Task No.	FM #	Project Name	Funding Source-Amount-Year	Comments
3.02	4046181	Bicycle/Pedestrian Feasibility Studies	SU - \$106,498 - FY 23/24	Per TPO Policy, \$100,000 per year of the Bicycle/Pedestrian TMA allocation is set aside to conduct Bicycle/Pedestrian Feasibility Studies for local governments; FY 22/23 funding amount includes \$6,498 carry over from FY 22/23
2.05	4204331	Traffic Operations Feasibility Studies	SU - \$227,705 - FY 23/24	Per TPO Policy, \$100,000 per year of the Traffic Operations TMA allocation is set aside to conduct Traffic Operations Feasibility Studies for local governments; FY 22/23 funding amount includes \$127,705 carry over from FY 22/23

River to Sea TPO List of Transportation Regional Incentive Program (TRIP) Eligible Projects
Adopted 6/28/2023

FM #	Project Name	Project Limits	Project Description	Project Sponsor	Performance Measure	Comments
Flagler County Projects						
4159641	Old Kings Road	Palm Harbor Pkwy to Forest Grove Dr	widen from 2 to 4 lanes	Palm Coast	System Performance	
4355611	Old Kings Road Extension - Phase II	Matanzas Woods Pkwy to Old Kings Rd	new 2 lane roadway	Palm Coast	System Performance	
4336751	Matanzas Woods Parkway	US 1 to Old Kings Rd Extension	widen from 2 to 4 lanes	Palm Coast	System Performance	
--	Old Kings Road	Town Center Blvd to Palm Coast Pkwy	widen from 2 to 4 lanes	Palm Coast	System Performance	
--	Old Kings Road South	SR 100 to Old Dixie Hwy	widen from 2 to 4 lanes	Palm Coast	System Performance	
--	SR 100	Old Kings Rd to Belle Terre Pkwy	widen from 4 to 6 lanes	Palm Coast	System Performance	
--	Palm Coast Parkway	US 1 to Belle Terre Pkwy	widen from 4 to 6 lanes	Palm Coast	System Performance	
--	Belle Terre Parkway	Pine Cone Dr to Pritchard Dr	Intersection Improvement	Palm Coast	System Performance	
--	Belle Terre Parkway	Ponce DeLeon Dr to Point Pleasant Dr	Intersection Improvement	Palm Coast	System Performance	
--	Belle Terre Parkway	at Royal Palms Pkwy	Intersection Improvement	Palm Coast	System Performance	
Volusia County Projects						
--	CR 404/Dunn Ave	CR 4019/LPGA Blvd to CR 415/Tomoka Farms Rd	new 2 lanes	Volusia County	System Performance	
--	CR 4101/W. Volusia Beltway	CR 4145/Graves Ave to SR 472	widen from 2 to 4 lanes	Volusia County	System Performance	
--	Hand Avenue	CR 483/Clyde Morris Blvd to SR 5A (Nova Rd)	widen from 2 to 4 lanes	Volusia County	System Performance	
--	CR 4101/W Volusia Beltway (Veterans Memorial Parkway)	S of Rhode Island Ave to CR 4145/Graves Ave	widen from 2 to 4 lanes	Volusia County	System Performance	
--	SR 4009/Williamson Blvd	Madeline Ave to SR 400/Beville Rd	widen from 2 to 4 lanes	Volusia County	System Performance	
--	CR 421/Taylor Rd	Forest Preserve Blvd to N Summer Trees Rd	widen from 2 to 4 lanes	Volusia County	System Performance	
--	Josephine Street	Old Mission Rd to Tatum St	widen from 2 to 4 lanes	Volusia County	System Performance	

Note: As funding is identified, contact the R2CTPO and Project Sponsor for current project costs

Abbreviations and Acronyms

C2C - Coast to Coast Trail

CEI - Construction Engineering Inspection

CFLRoads - www.cflroads.com

CST - Construction

ENV - Environmental

FDOT - Florida Department of Transportation

FM# - Financial Management #

HOF - Heart of Florida Trail

IMR - Interchange Modification Report

PDE - Project Development and Environmental

PE - Preliminary Engineering (Design)

R2CTPO - River to Sea Transportation Planning Organization

ROW - Right-of-Way

RRU - Railroad Utilities

SIS - Strategic Intermodal System

SJR2C - St John's River to Sea Loop Trail

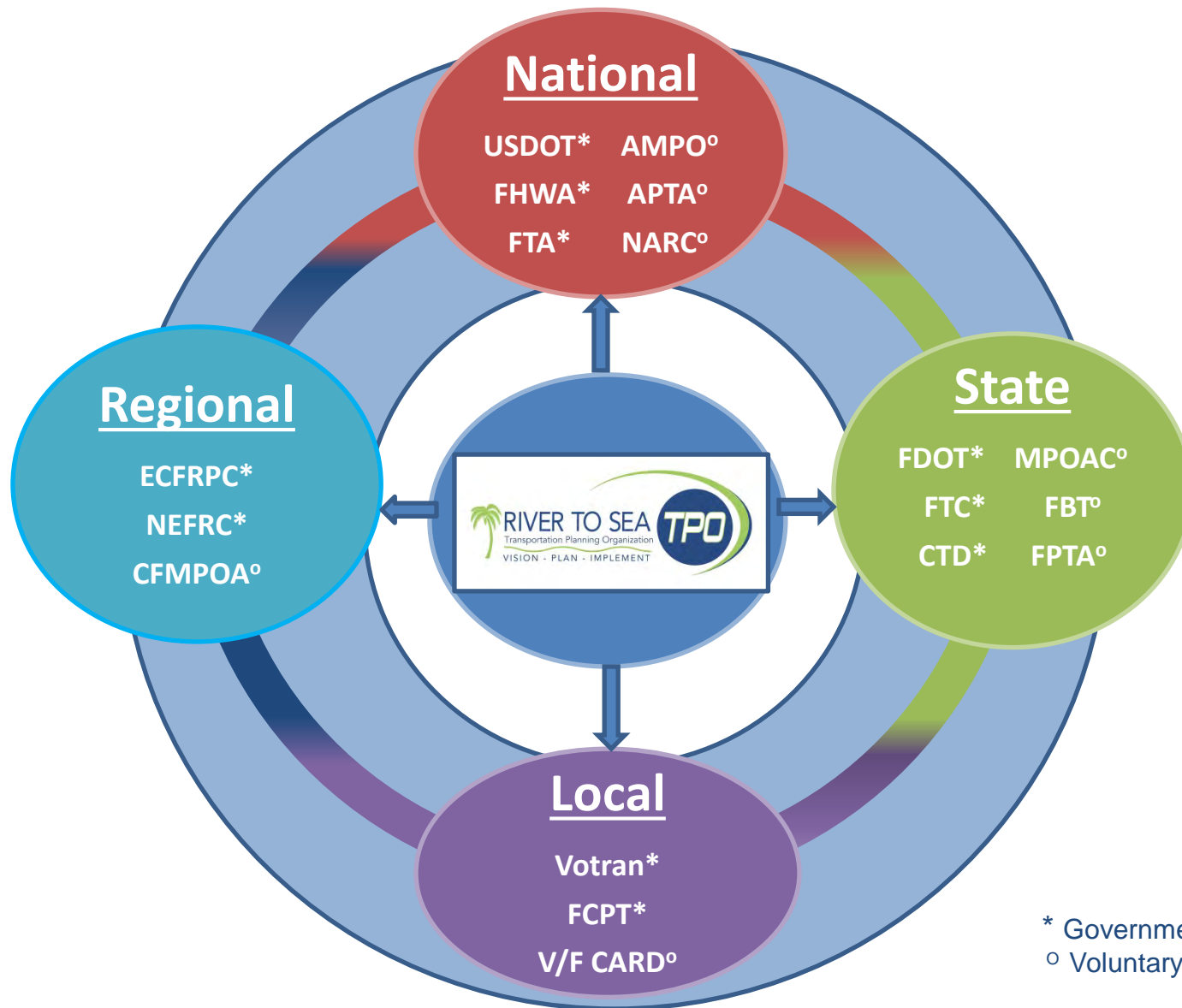
SUN - Shared Use Nonmotorized

TBD - To Be Determined

TIP - Transportation Improvement Program

FY - Fiscal Year (July 1 - June 30)

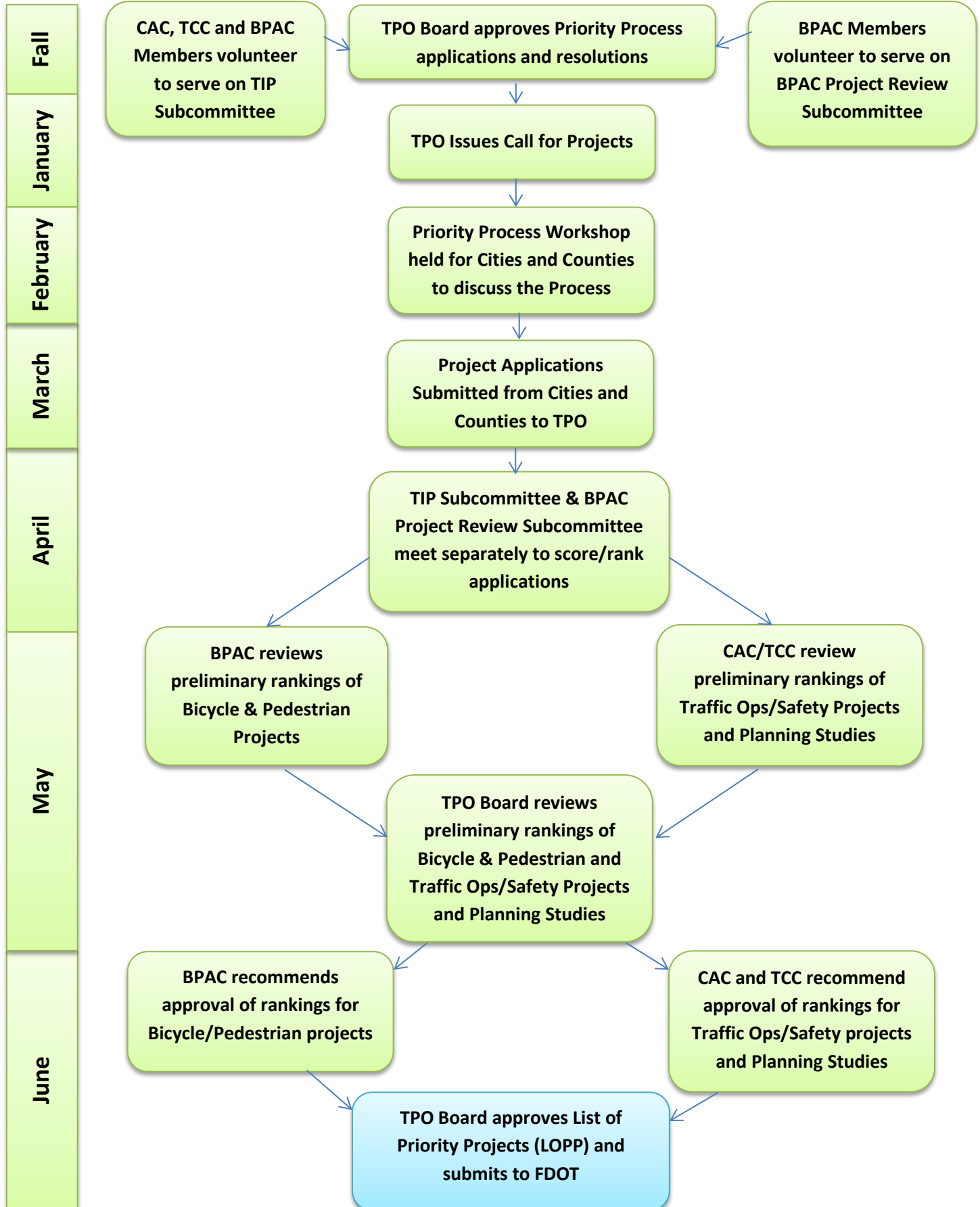
Who's Who in Transportation?



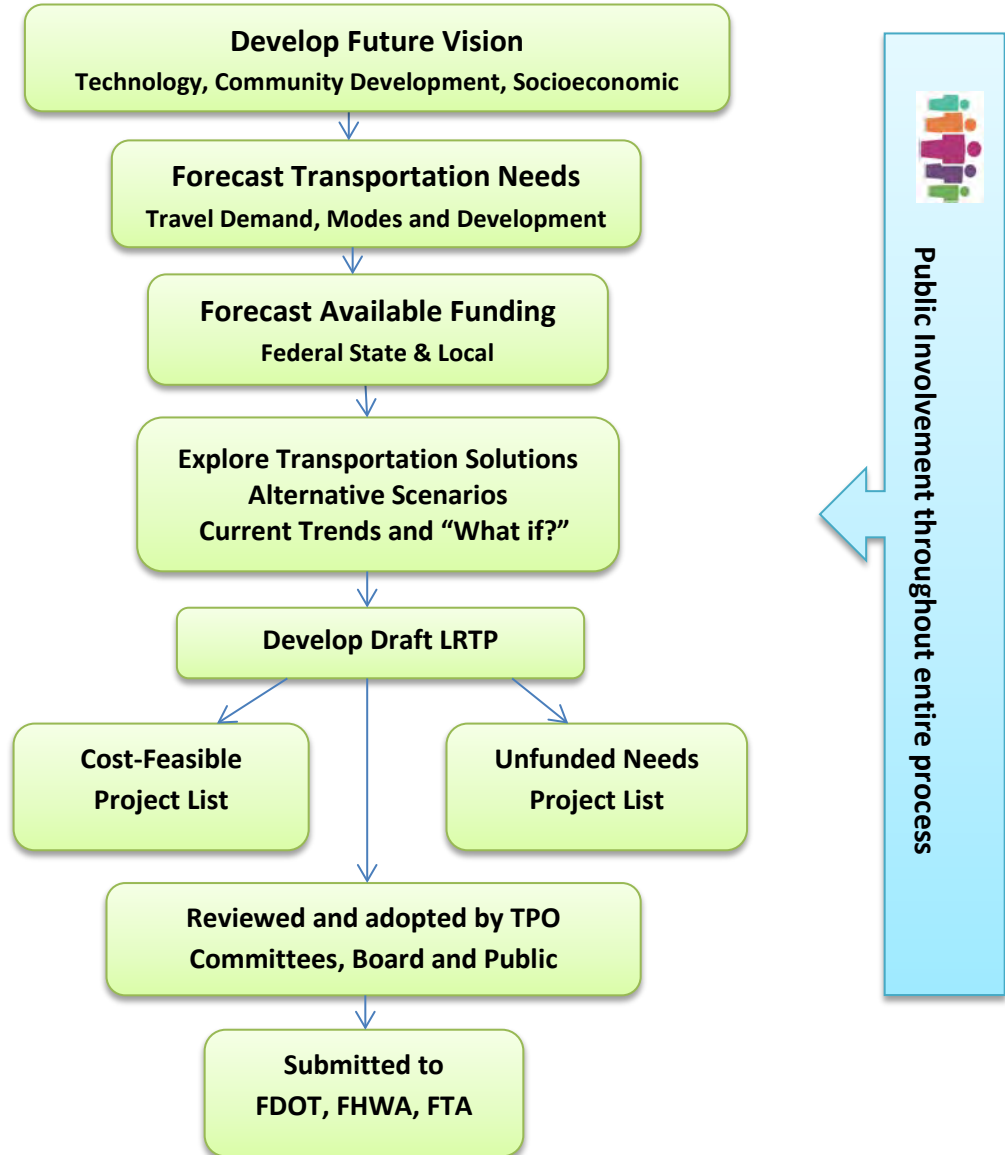
The River to Sea TPO partners and communicates with many organizations. Some of these are required by law, some are voluntary; all are intended to enhance the transportation system.

USDOT	<u>United States Department of Transportation</u> mission is to "serve the United States by ensuring a fast, safe, efficient, accessible, and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future"
FHWA	<u>Federal Highway Administration</u> provides stewardship over construction, maintenance and preservation of Nation's highways, bridges and tunnels. Conducts research, provides technical assistance to state and local agencies to improve safety, mobility, livability, and encourage innovation
FTA	<u>Federal Transit Administration</u> provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries; oversees safety measures, helps develop next-generation technology research
AMPO	<u>Association for MPOs</u> transportation advocate for metropolitan regions committed to enhancing MPOs' abilities to improve metropolitan transportation systems
APTA	<u>American Public Transportation Association</u> serves and leads membership through advocacy, innovation and information sharing; works to ensure public transportation is available and accessible for all Americans.
NARC	<u>National Association of Regional Councils</u> advocate for regional organizations and solutions that positively impact American communities through effective inter-jurisdictional cooperation
FDOT	<u>Florida Department of Transportation</u> primary statutory responsibility is to coordinate planning and development of safe, viable, and balanced state transportation system serving all regions of the state, and assure the compatibility of all components, including multimodal facilities
FTC	<u>Florida Transportation Commission</u> provide leadership in meeting Florida's transportation needs through policy guidance on issues of statewide importance and by maintaining oversight and public accountability for the Department of Transportation and other statutorily specified transportation authorities
CTD	<u>Florida Commission for the Transportation Disadvantaged</u> ensures the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons.
MPOAC	<u>MPO Advisory Council</u> statewide transportation planning and policy organization created by Florida Legislature to augment role of MPOs in the cooperative transportation planning process; assists MPOs in carrying out urbanized area transportation planning process by serving as principal forum for collective policy discussion
FBT	<u>Floridians for Better Transportation</u> statewide business and transportation association dedicated to making transportation safer and more efficient in Florida
FPTA	<u>Florida Public Transit Association</u> nonprofit association whose members include every major public transit agency in Florida as well as interested citizens and businesses
Votran	<u>Votran</u> Volusia County's public transit system, includes fixed route and paratransit service
FCPT	<u>Flagler County Public Transportation</u> Flagler County's public pre-scheduled, demand-response transportation system
V/F CARD	<u>Volusia County/Flagler County Association for Responsible Development</u> not-for-profit organization dedicated to affecting positive outcomes for the development in the community
ECFRPC	<u>East Central Florida Regional Planning Council</u> area-wide association of local governments serving seven counties of Brevard, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia; provides a forum where members (and leaders can discuss complex regional issues and set regional goals and objectives
NEFRC	<u>Northeast Florida Regional Council</u> area-wide association of local governments serving seven counties of Baker, Clay, Duval, Flagler, Putnam, Nassau and St. Johns; promote area-wide coordination and related cooperative activities of federal, state, and local governments ensuring a broad-based regional organization that can provide a truly regional perspective and enhance the ability and opportunity of local governments to resolve issues and problems transcending their individual boundaries
CFMPOA	<u>Central Florida MPO Alliance</u> coalition of transportation and government organizations committed to addressing transportation challenges in the larger Central Florida area

TPO's Annual Priority Project Process



Long Range Transportation Plan (LRTP) Development Process



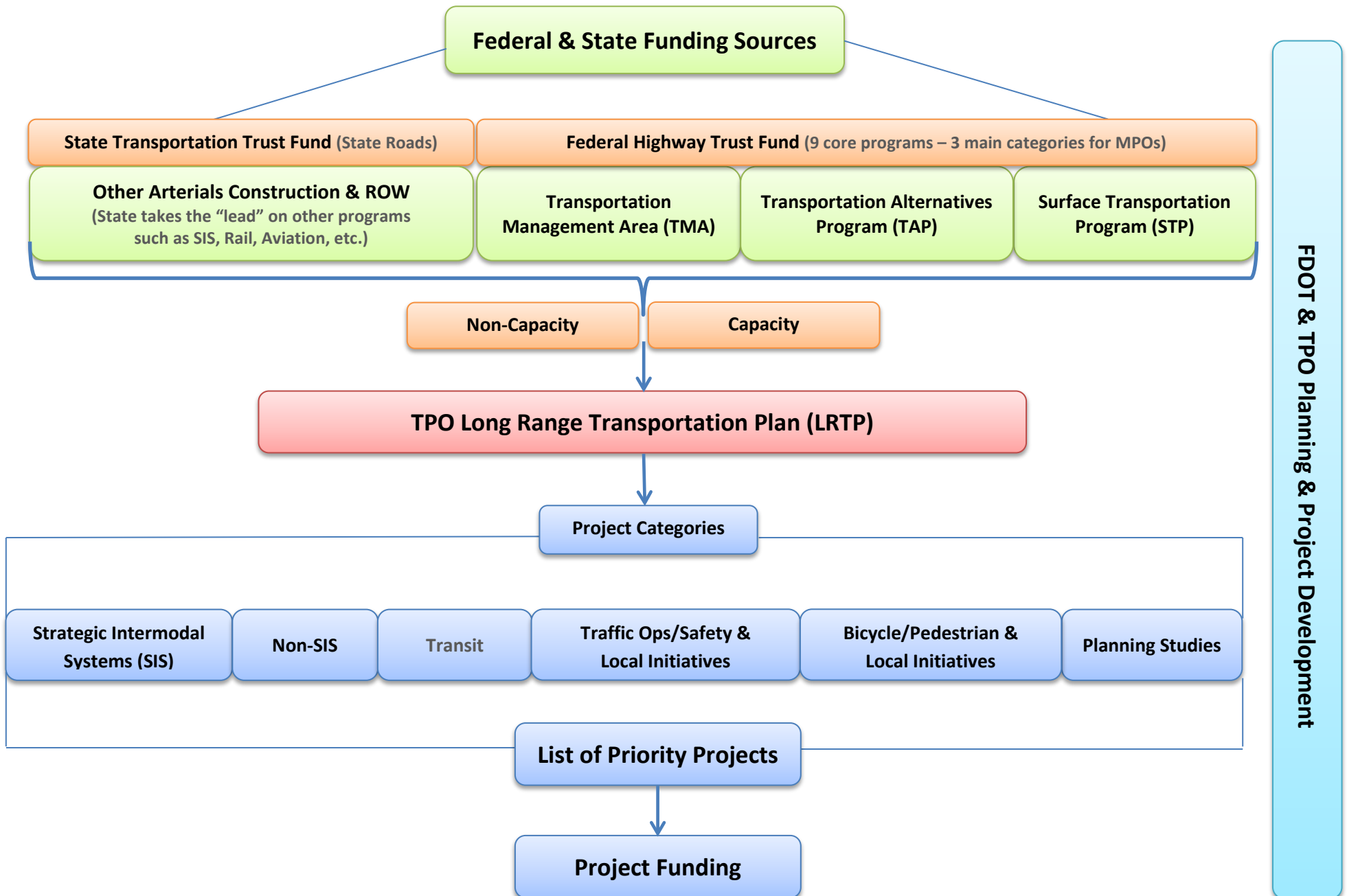
Long Range Transportation Plan: A required document that guides the development, management, and operation of a safe and efficient transportation system. (Florida Statutes 339.175 and 23 CFR 450.322)

- Projects and program areas must be included in the long range plan to receive federal funding
- Updated every five years
- Includes performance measures that align goals and objectives with national transportation goals
- Describes the existing transportation system
- Identifies current and future transportation system needs for 20-year planning period
- Includes both long range and short range strategies
- Develops an integrated, multimodal transportation system to facilitate the safe and efficient movement of people and goods
- Addresses current and future transportation demand

The TPO uses the LRTP to:

- 1) Estimate future development and needs for transportation
- 2) Prioritize existing and proposed transportation projects
- 3) Ensure new transportation improvements meet community values
- 4) Guide expenditure of transportation funds
- 5) Promote safe and efficient transportation services

Flow of Highway Funding



TRANSPORTATION ACRONYMS & ABBREVIATIONS

Acronym	Description
3-C Process	Continuing, Cooperative, Comprehensive – Generally used to defining qualities of the metropolitan planning organization (MPO) planning process.
3-R	Restoration, Rehabilitation, and Resurfacing
4-R	3R plus Reconstruction

A

AA	Alternative Analysis – A process for evaluating alternative methods to address transportation needs in a region.
AADT	Average Annual Daily Traffic – The total traffic for a year divided by 365.
AADTT	Average Annual Daily Truck Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACCM	Advanced Construction Congestion Mitigation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AMPO	Association of Metropolitan Planning Organizations
APA	American Planning Association – National organization of professional planners; focus includes planning policy, lobbying and public information.
APS	Accessible Pedestrian Signal
APWA	American Public Works Association
ASCE	American Society of Civil Engineers
ATM	Advanced Traffic Management Systems

B

B/C Ratio	Benefit/Cost Ratio – Benefit/Cost Ratio is used to compare the benefit versus the cost of proposed alternatives. For highway projects, benefits may include reduced fuel consumption, travel time, and air pollution; cost may include construction, right-of-way, and maintenance.
BEBR	Bureau of Economic and Business Research (University of Florida)
BLS	Bureau of Labor Statistics
BPAC	Bicycle/Pedestrian Advisory Committee
BFP	Bridge Formula Program
BRP	Bridge Rehab Funds (state)
BRT	Bus Rapid Transit
BTS	Bureau of Transportation Statistics
BTU	Beyond the Ultimate (I-4)

C

CAC	Citizens' Advisory Committee – Advisory committee utilized by most metropolitan planning organizations (MPOs) for citizen input into the transportation planning process.
CDD	Community Development District
CEI	Construction, Engineering and Inspection
CFMPOA	Central Florida Metropolitan Planning Organization Alliance
CFR	Code of Federal Regulations – Compilation of the rules of the executive department and agencies of the federal government.
CFRPM	Central Florida Regional Planning Model
CIE	Capital Improvements Element
CIP	Corridor Improvement Program
CMA	Critical Movement Analysis – For signalized intersections, CMA focuses on lane groups or movements which control signal requirements. CMA focuses on the identification and provision of capacity for such flows called critical movements. CMA is also used in capacity analysis.
CMAQ	Congestion Mitigation and Air Quality – A special provision of the Intermodal Surface Transportation Efficiency Act (ISTEA) that directs funds towards projects in Clean Air Act Non-Attainment areas for ozone and carbon monoxide.
CMP	Congestion Management Process
CMPWG	Congestion Management Process Working Group
CMS	Congestion Management System – A systematic process which provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods. A CMS includes methods to monitor and evaluate performance, identify alternative actions, access and implement cost-effective actions, and evaluate the effectiveness of implemented actions.
COOP	Continuity of Operations Plan
CRA	Community Redevelopment Agency
CSAP	Community Safety Action Plan
CST	Construction Project Phase
CTC	Community Transportation Coordinator – People contracted by the Transportation Disadvantaged Commission to provide complete, cost-effective and efficient transportation services to transportation disadvantaged (TD) persons.
CTE	City/County Traffic Engineer
CTST	Community Traffic Safety Teams
CUTR	Center for Urban Transportation and Research
CY	Calendar Year

D

DBE	Disadvantaged Business Enterprise
DCA	Department of Community Affairs – Now called the Department of Economic Opportunity
DDR	District Dedicated Revenue
DEIS	Draft Environmental Impact Statement

DEO	Department of Economic Opportunity
DEP	Department of Environmental Protection
DHSMV	Department of Highway Safety and Motor Vehicles
DIH	Designated In-House funds
DOT	Department of Transportation – Agency responsible for transportation at the local, state or federal level.
DRI	Developments of Regional Impact

E

EA	Environmental Assessment – A document that assesses an action that is not a categorical exclusion and does not clearly require the preparation of an environmental impact statement (EIS), or where the Federal Highway Administration believes an environmental assessment would assist in determining the need for an EIS.
EB	Equity Bonus funds
ECFRPC	East Central Florida Regional Planning Council
ECRRT	East Central Regional Rail Trail
EIS	Environmental Impact Statement
ENV	Environmental Phase
EPA	Environmental Protection Agency – A federal agency charged with protecting the natural resources in the nation.
ERAU	Embry-Riddle Aeronautical University
ETDM	Efficient Transportation Decision Making

F

FAA	Federal Aviation Association – A federal entity responsible for overseeing air commerce, air traffic control, noise abatement, and other related issues.
FAHP	Federal Aid Highway Program
FAST Act	Fixing America's Surface Transportation Act
FCARD	Flagler County Association for Responsible Development – A non-profit association of Central Florida professionals who work in all aspects of land development.
FCTD	Florida Commission for the Transportation Disadvantaged
FDEP	Federal Department of Environmental Protection
FDHSMV	Florida Department of Highway Safety and Motor Vehicles
FDOT	Florida Department of Transportation
FEC	Florida East Coast Railroad
FEMA	Federal Emergency Management Administration – Administers of the Federal Emergency Management Act.
FGTF	Florida Greenways and Trails Foundation
FHP	Florida Highway Patrol
FHWA	Federal Highway Administration

FPTA	Florida Public Transit Association
FR	Federal Register
FS	Florida Statutes
FSUTMS	Florida Standard Urban Transportation Modeling Structure
FTA	Federal Transit Administration – The FTA operates under the authority of the Federal Transit Act. The FTA was established as a component of the US Department of Transportation.
FTC	Florida Transportation Commission
FTE	Florida's Turnpike Enterprise
FTP	Florida Transportation Plan
FTP	File Transfer Protocol
FY	Fiscal Year

G

GIS	Geographic Information System
GPC	General Planning Consultant
GPS	Global Positioning System
GPS	General Planning Studies
GMSC	Growth Management Subcommittee

H

HAWK	High-Intensity Activated crossWalk
HOV	High Occupancy Vehicle – Vehicles having more than one occupant. Examples include carpools, vanpools, buses, and mini-buses. Transportation systems may encourage HOV use by having designated HOV lanes.
HSIP	Highway Safety Improvement Program
HSR	High Speed Rail – A railway system which can transport people or goods at speeds in excess of 125 miles per hour.
HSRC	Highway Safety Research Center
HTF	National Highway Trust Fund
HVE	High Visibility Enforcement

I

I/C	Interchange
ICAR	Intergovernmental Coordination and Review
IF	Impact Fees
IHS	Interstate Highway System
IIRPM	Internally Illuminated Raised Pavement Markers
IJR	Interchange Justification Report

IMS	Intermodal Management System – Systematic process to improve the coordination in planning and implementation of air, water, and land-based transportation facilities and services; required for transportation facilities connected to the National Highway System (NHS) as a part of ISTEA; must be in use by October 1, 1997; for non-NHS transportation facilities, the extent of an IMS is left to the discretion of state and local officials.
ISB	International Speedway Boulevard
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITE	Institute of Transportation Engineers – An international society of professionals in transportation and traffic engineering; published Trip Generation (a manual of trip generation rates by land use type).
ITS	Intelligent Transportation Systems – program that endeavors to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

J

JPA	Joint Participation Agreement – Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies. (Contract)
-----	--

K

KSA	Knowledge, skills and abilities (applies to applications for employment, consultant work, etc.)
-----	---

L

LAP	Local Agency Program
LEP	Limited English Proficiency
LI	Local Initiatives
LIDAR	Light Detection and Ranging
LOGT	Local Option Gas Tax
LOPP	List of Priority Projects
LOS	Level of Service – A qualitative assessment of a road's operating condition; generally described using a scale of A (little congestion) to E/F (severe congestion).
L RTP	Long Range Transportation Plan – A 20-year forecast plan required of state planning agencies and MPOs; must consider a wide range of social, environmental, energy, and economic factors in determining overall regional goals and consider how transportation can best meet these goals.
LRT	Light Rail Transit

M

MAP-21	Moving Ahead for Progress in the 21 st Century – Current Federal Transportation Bill adopted July 2012.
MOT	Maintenance of Traffic
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area – The geographic area within which the metropolitan transportation planning process is carried out.

MPOAC	Metropolitan Planning Organization Advisory Council – An advisory council (consisting of one member from each MPO) that serves as the principal forum for collective policy discussion in urban areas; created by law to assist the MPOs in carrying out the urbanized area transportation planning process.
MSA	Metropolitan Statistical Area
MUTCD	Manual on Uniform Traffic Control Devices

N

NEVI	National Electric Vehicle Infrastructure Program
NEPA	National Environmental Policy Act - Federal law passed in 1969 which requires an analysis of environmental impacts of federal actions (including the funding of projects).
NAAQS	National Ambient Air Quality Standards
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System – The NHS is one of the three major components of the 1991 Intermodal Surface Transportation Efficiency Act. A major new Federal-Aid system was established in the NHS. It includes the Interstate System, other routes identified as having strategic defense characteristics, routes providing access to major ports, airports, public transportation and intermodal transportation facilities, and many principal urban and rural arterials which provide regional service.
NHTSA	National Highway Traffic Safety Administration
NOAA	National Oceanic and Atmospheric Administration
NTS	National Transportation System – An intermodal system consisting of all forms of transportation in a unified, interconnected manner to reduce energy consumptions and air pollution while promoting economic development and supporting the Nation's preeminent position in international commerce. The NTS includes the National Highway System, public transportation and access to ports and airports.
NTSB	National Transportation Safety Board

O

OA	Obligational Authority
OGT	Office of Greenways & Trails
OPP	Office of Policy & Planning
OTTED	Office of Tourism, Trade & Economic Development

P

P&R	Park and Ride
PAS	Principal Arterial System
PD&E	Project Development and Environmental Study
PE	Preliminary Engineering
PIP/PPP	Public Involvement/Participation Plan
PL	Planning Funds
PRSC	Project Review Subcommittee

PSA	Public Service Announcement
PSAP	Pedestrian Safety Action Plan

Q

QAC	Quality Assurance Committee
-----	-----------------------------

R

RHCP	Railway-Highway Crossings Program
RFP	Request for Proposal
RFQ	Request for Qualifications
RITSA	Regional Intelligent Transportation System Architecture
RMLLO	Records Management Liaison Office
ROW	Right of Way - The land (usually a strip) acquired for or devoted to transportation purposes.
RPC	Regional Planning Council - A multipurpose organization composed of representatives of local governments and appointed representatives from the geographic area covered by the council, and designated as the primary organization to address problems and plan solutions that are of greater than local concern or scope.
RRFB	Rectangular Rapid Flashing Beacon
RTCA	Regional Trails Corridor Assessment

S

SAFETEA-LU	The "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" – Federal Transportation Bill that was adopted in August 2005; Replaced in July 2012 by MAP-21.
SE	Surface Enhancement funds
SCE	Socio-cultural Effects
SHS	State Highway System
SIS	Strategic Intermodal System
SJRWMD	St. Johns River Water Management District
SOV	Single Occupancy Vehicle
SRTS	Safe Routes To School
STBGP	Surface Transportation Block Grant Program - A new block grant type program established as one of the three major components of the Intermodal Surface Transportation Efficiency Act to supplement the National Highway System (NHS). The STP may be used by states and localities for any roads, including NHS, that are not functionally classified as local or rural minor collectors. These roads are now collectively referred to as Federal-aid roads.
STIP	Statewide Transportation Improvement Program

	The official statewide, intermodal transportation plan that is developed through the statewide planning process.
STTF	State Transportation Trust Fund
SU	Urban Attributable Funding
SUN Trails	Shared-use, nonmotorized Trails

T

TAC	Transportation Advisory Committee/Technical Advisory Committee
TAM	Transit Asset Management
TAP	Transportation Alternative Program
TAZ	Traffic or Travel Analysis Zone
TPO	Technical Coordinating Committee
TCEA	Transportation Concurrency Exception Area – A specific geographic area where transportation concurrency requirements do not apply; area must be designated in a local comprehensive plan.
TD	Transportation Disadvantaged – People who are unable to transport themselves or to purchase transportation due to disability, income status or age.
TDDG	Transit Development Design Guidelines
TDLCB	Transportation Disadvantaged Local Coordinating Board
TDM	Transportation Demand Management – Strategies to reduce peak period congestion which focus on managing travel demand; includes shifting solo drives to carpools or transit, staggered work hours, telecommuting and other similar concepts.
TDP	Transit Development Plan – A short term (5 years) plan that identifies the intended development of transit, including equipment purchase, system management and operation.
TDSP	Transit Disadvantaged Service Plan
TDTF	Transportation Disadvantaged Trust Fund
TTF	Transportation Trust Fund
TEA-21	Transportation Equity Act for the 21 st Century – Federal Transportation Law in effect from 1997-2005
TF	Transportation Fund
TIA	Transportation Impact Analysis
TIP	Transportation Improvement Program – The TIP is a staged, three-to-five-year prioritized program of transportation projects covering a metropolitan planning area which is consistent with the metropolitan transportation plan.
TMA	Transportation Management Area – An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the Metropolitan Planning Organization (MPO), and officially designated by the metropolitan planning area served by an MPO within which the TMA is located.
TOD	Transit-Oriented Development – A mixed use community or neighborhood designed to encourage transit use and pedestrian activity.
TPM	Transportation Performance Measures
TPO	Transportation Planning Organization – An association of local agencies established for mutual benefit to help coordinate planning and development activities within a metropolitan region. Establishment of the TPO is required by law in urban areas with populations over 50,000 if federal funds are to be used. The TPO is not a level of government. However, the TPO has “effective control” over transportation

	improvements within the area since a project must be a part of the TPO's adopted plan in order to receive federal funding.
TPS	Transportation Planning Studies
TRIP	Transportation Regional Incentive Program
TSMO	Transportation Systems Management & Operations

U

UA	Urban Area
USACE	United States Army Corps of Engineers
US DOT	United States Department of Transportation
UPWP	Unified Planning Work Program – Official two-year budget of an MPO/TPO.
UZA	Census Urbanized Area

V

VCARD	Volusia County Association for Responsible Development – A non-profit association of Central Florida professionals who work in all aspects of land development.
VMT	Vehicle Miles Travelled

X

XU	Extra Urban: Funds attributable to urbanized areas over 200,000 population
----	--



Florida Metropolitan Planning Organization Advisory Council
A forum for transportation decision-making

MPOs

Bay County TPO
Broward MPO
Capital Region TPA
Charlotte County-Punta Gorda MPO
Collier MPO
Florida-Alabama TPO
Forward Pinellas
Gainesville MTPO
Heartland Regional TPO
Hernando/Citrus MPO
Hillsborough TPO
Indian River County MPO
Lake-Sumter MPO
Lee County MPO
Martin MPO
MetroPlan Orlando
Miami Dade TPO
North Florida TPO
Ocala/Marion County TPO
Okaloosa-Walton TPO
Palm Beach TPA
Pasco County MPO
Polk TPO
River to Sea TPO
Sarasota/Manatee MPO
Space Coast TPO
St. Lucie TPO