



Technical Advisory Committee  
Agenda Book

10:00 am  
Wednesday, February 4, 2026

North Florida TPO Board Room  
980 North Jefferson Street  
Jacksonville, FL 32209



**Technical Advisory Committee  
Meeting Agenda  
Wednesday, February 4, 2026  
10 a.m.**

**Call to Order  
Introductions  
Public Comment**

**Agenda**

- |   |                         |
|---|-------------------------|
| <b>A. January 7, 2026 Minutes</b>   | <b>ACTION ITEM</b>      |
| <p>These minutes are ready to review and approve.</p>   |                         |
| <b>B. FDOT Requests Amending the FY 2025/26 – FY 2029/30 Transportation Improvement Program (TIP)</b>   | <b>ACTION ITEM</b>      |
| <p>A copy of the request is included in Section B, which includes the following project:</p> <ul style="list-style-type: none"><li>● <b>430718-2</b> – SR 10A (Arlington Expressway) FM – SR 113 (Southside Connector) to University Blvd. – Intersection Improvement/FDOT/Duval County</li></ul> |                         |
| <b>C. Amendment of the Unified Planning Work Program (UPWP) for FY 2024/25 – FY 2025/26</b>   | <b>ACTION ITEM</b>      |
| <p>A copy of the request is included in Section C.</p>  |                         |
| <b>D. Resolution Endorsing the Jacksonville Transportation Authority’s (JTA) 2026 Performance Targets for Transit Asset Management</b>  | <b>ACTION ITEM</b>      |
| <p>The targets for JTA are included in Section D.</p>   |                         |
| <b>E. DRAFT 2026 List of Priority Projects (LOPP)</b>   | <b>Information Only</b> |
| <p>The draft 2026 LOPP identifies potential projects to be funded in the FDOT Tentative Work Program for FY 2026/27 – FY 2030/31. A draft will be presented at the meeting. Approval will be requested at the March meeting.</p>  |                         |

**F. DRAFT Requested Studies for FY 2026/27 Unified Planning Work Program**

Information  
Only

The draft list of requested studies is included in Section F.

**G. St. Johns County Transit Development Plan – Minor Update Presentation**

Information  
Only

April Bacchus of ETM will present a summary of St. Johns County's updated Transit Development Plan.

**H. Smart North Florida Update**

Information  
Only

**I. Old Business**

- January 8, 2026 TPO Meeting Report

**J. New Business**

**K. Public Comment**

**L. Adjournment**

**The next meeting will be March 4, 2026.**

**NOTICE**

In accordance with Section 286.01105, *Florida Statutes*, any person wishing to appeal a decision reached at this meeting will need a record of the proceedings. He may need to ensure that a verbatim record of the proceedings be made, which record would include the testimony and evidence upon which the appeal is to be made.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Marci Larson at 904-306-7513 at least seven days prior to the meeting.

# **Agenda Item A.**

**Minutes of January 7, 2026 Meeting**

***Action Item***





**TECHNICAL ADVISORY COMMITTEE**  
**MEETING SUMMARY**

Wednesday, January 7, 2026 - 10 a.m.

**MEMBERS PRESENT:**

Jason Sparks, City of St. Augustine Beach, **CHAIRMAN**  
Steve Smith, Town of Orange Park, **VICE CHAIR**  
Andrew Avent, Nassau County Planning Dept. (for Robert Companion)  
Elizabeth Backe, Nassau County Planning Dept.  
Beth Carson, Clay County Planning Dept.  
Dick D'Souza, St. Johns County Planning Dept.  
Reuben Franklin, City of St. Augustine  
Michael Grunewald, St. Johns County Public Works Dept.  
Chris LeDew, COJ Public Works Dept.  
Sean Lynch, Mayor - Town of Baldwin  
Dave McKee, JEA  
Mark McManus, U.S. Navy  
Colin Moore, City of Neptune Beach  
Scott Moore, Nassau County Ocean Hwy. & Port Authority  
Jeremy Norsworthy, JTA  
Elizabeth Payne, Northeast Florida Regional Council  
Christian Popoli, Jacksonville Beach Planning Dept  
Justin Ryan, JAXPORT  
Soliman Salem, City of Jacksonville Planning Dept.  
Warrick Sams, Clay County Engineering Dept.  
Ashley Shorter, JAA  
Anna Siju, Florida Department of Transportation  
Richard Smith, Clay County Public Works Dept.

**MEMBERS ABSENT:**

Gabriel Barro, City of Green Cove Springs Planning Dept.  
Doug Conkey, St. Johns River Water Mgmt. District  
Bill Killingsworth, City of Atlantic Beach

**OTHERS PRESENT:**

Martha Moore, Benesch  
Rosario Souto, RS&H  
Brian Powers, RS&H  
Achaia Brown, FDOT  
April Bacchus, ETM  
Mark Manwell, ETM  
Eric Houston, JTA

Tyler Blair, EXP Realty  
Clayton Levins, SNF

**TPO STAFF PRESENT:**

Jeff Sheffield, Executive Director  
Elizabeth De Jesus, Transportation Programs Manager  
Thalia Fuste, Transportation Planner  
Marci Larson, Public Affairs Manager  
Clark Letter, Planning and Analytics Director  
Jennifer Lott, Executive Assistant  
Angela Session, Chief Financial Officer

**CALL TO ORDER**

Chairman Sparks welcomed everyone and called the Technical Advisory Committee meeting to order at 10:01 a.m. Introductions were made around the room.

**PUBLIC COMMENT**

None at this time.

**A. APPROVE THE NOVEMBER 5, 2025 MEETING MINUTES**

Chairman Sparks asked that the November Technical Advisory Committee meeting minutes be approved.

**Reuben Franklin moved to approve the November 5, 2025 meeting minutes; Steve Smith seconded; motion unanimously carried.**

**B. ELECTING OFFICERS**

Chairman Sparks opened the floor for nominations for Chairman. Colin Moore nominated Steve Smith, who accepted the nomination. The Chair asked for any other nominations. Seeing none, **Chairman Sparks moved to close the nominations for Chairman; seconded by Reuben Franklin; motion unanimously carried. Steve Smith will be the 2026 TAC Chairman.**

Chairman Sparks opened the floor for nominations for Vice Chairman. Reuben Franklin nominated Chris LeDew, who accepted the nomination. The Chair asked for any other nominations. Seeing none, **Chairman Sparks moved to close the nominations for Vice Chairman; seconded by Dick D'Souza; motion unanimously carried. Chris LeDew will be the 2026 TAC Vice Chairman.**

**C. FDOT REQUESTS AMENDING THE FY 2025/26 – FY 2029/30 TRANSPORTATION IMPROVEMENT PROGRAM**

Anna Siju presented the following amendment to the Transportation Improvement Program (TIP) for FY 2025/26 – FY 2029/30.

A copy of the request is included in Section C, which includes the following project:

- **429931-2** – SR A1A (Coastal Hwy.) from S. of Beachcomber Way to 24<sup>th</sup> Street Bike Path/Trail/FDOT/St. Johns County

Ms. Siju asked for questions. There were no questions at this time.

**Dick D’Souza moved to approve the FDOT’s request to amend the FY 2025/26 – FY 2029/30 Transportation Improvement Program (TIP); Reuben Franklin seconded; motion unanimously carried.**

**D. INTERNATIONAL GOLF PARKWAY CORRIDOR ACCESS MANAGEMENT STUDY**

Martha Moore of Benesch gave a brief presentation on the International Golf Parkway (IGP) Corridor Access Management study.

Ms. Moore asked for questions. There were no questions at this time.

**E. SMART NORTH FLORIDA**

Clayton Levins gave the following update.

- Geolava – Jeff and I will present the findings of the use case to FDOT Central Office next week.
- Michael Grunewald asked for an outline of what services Geolava provides.

Mr. Levins responded it is a geospatial output that identifies all the anomalies on the ground. The output can be transferred to Esri, as well as Geolava’s dashboard.

- Reuben Franklin asked if this will be a tool that FDOT will provide to all their partners.

Mr. Levins responded this has been a part of the overall conversation.

- Justin Ryan asked if this could assess waterways related to storm recovery.

Mr. Levins responded they are collecting all types of satellite images. It is a possibility.

**F. OLD BUSINESS**

- List of Priority Projects (LOPP)
- Call For Planning Studies in FY 2026/27
- November 13, 2025 TPO Meeting Report

**G. NEW BUSINESS**

- Chairman Sparks thanked everyone for their attendance and for allowing him to be Chairman this past year.

**H. PUBLIC COMMENT**

**ADJOURNMENT**

There being no further business, the meeting was adjourned at 10:28 a.m. The next TAC meeting will be February 4, 2026.

# **Agenda Item B.**

**FDOT Requests Amending the FY 2025/26 –  
FY 2029/30 Transportation Improvement  
Program (TIP)**

***Action Item***



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

January 26, 2026

Elizabeth DeJesus  
Transportation Planning Manager  
North Florida TPO  
980 North Jefferson Street  
Jacksonville, FL 32209

**Re: FDOT Amendment request for the North Florida TPO Transportation Improvement Program (TIP) for FY 2025/26 – FY 2029/30**

Dear Elizabeth:

The Florida Department of Transportation (FDOT) requests Board approval for an amendment to the Transportation Improvement Program (TIP) for FY 2025/26 through FY 2029/30. Please add the following TIP Amendment requests for action by the TPO Board at their February meeting.

Please include the amounts listed for the total project in the TIP amendment report.

The following are new individual projects added to the current STIP:

**430718 2 SR10A(ARLINGTON EXPY) FM SR113(SOUTHSIDE CONNECTOR) TO UNIVERSITY BLVD INTERSECTION IMPROVEMENT//FDOT//Duval County** **\*SIS\***

<u>Fund</u>	<u>Phase</u>	<u>FY 2026</u>
ACSU	PE	\$ 1,706,501

If you have any questions about this project or this amendment request, please call me at (904) 360.5676.

Sincerely,

*Anna Siju*

Anna Siju  
North Florida TPO Liaison  
FDOT District Two

cc: Achaia Brown

# **Agenda Item C.**

**Amendment of the Unified Planning Work  
Program (UPWP) for FY 2024/25 – FY 2025/26**

***Action Item***





**MEMORANDUM**

**To:** North Florida Board and Committees  
**From:** Clark Letter, Director of Planning and Analytics  
**Date:** February 4, 2026  
**Subject:** Amendment of the UNITED PLANNING WORK PROGRAM (UPWP) FOR FISCAL YEAR 2024/25 THROUGH 2025/26

**REQUIRED ACTION: APPROVAL BY RESOLUTION (2026-2)**

The Unified Planning Work Program (UPWP) is the task-based budget of the North Florida Transportation Planning Organization (TPO). The format of the two-year document is loosely outlined in federal guidance and more specifically defined by the Florida Department of Transportation. The UPWP includes administrative tasks including developing the UPWP, a number of required work tasks such as the Transportation Improvement Program (TIP), Congestion Management Process (CMP), Long Range Transportation Plan, and other related planning tasks including transit planning most of which is performed by the Jacksonville Transportation Authority.

The following changes are proposed to the UPWP to begin work on the St. Johns County Transit Development Plan major update:

**FHWA – PL Funding**

Task #	Task Name	Original \$	Proposed \$	Difference
1.5	General Consulting Services	\$210,420.00	\$160,220.00	-\$50,200
7.3	Transit Planning for the St. Augustine UA	\$60,000.00	\$110,200.00	\$50,200



**RESOLUTION No. 2026-2  
REVISING THE UNIFIED PLANNING WORK PROGRAM FOR  
FISCAL YEARS 2024/25 THROUGH 2025/26**

**WHEREAS**, the North Florida Transportation Planning Organization is the designated and constituted body responsible for the urban transportation planning and programming process for the Fernandina-Yulee, Jacksonville and St. Augustine Urbanized Areas; and

**WHEREAS**, the North Florida Transportation Planning Organization has in accordance with 23 CFR Section 450.108 (c) and Section 339.175(9) (a) (2), *Florida Statutes*, developed a Unified Planning Work Program for Fiscal Years 2024/25 through 2025/26;

**WHEREAS**, the North Florida Transportation Planning Organization has revised the second year of the Unified Planning Work Program to move \$50,200 of PL funding from Task 1.5 General Consulting Services to Task 7.3 Transit Planning for the St. Augustine UA.

**NOW, THEREFORE, BE IT RESOLVED** that the North Florida Transportation Planning Organization approves and endorses this Unified Planning Work Program for Fiscal Years 2024/25 through 2025/26.

Adopted by the North Florida Transportation Planning Organization in regular meeting assembled in the City of Jacksonville the 12th day of February 2026.

Attest:

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**Dr. Kristen Burke, Chairman**

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**Jeff Sheffield, Executive Director**

# **Agenda Item D.**

**Resolution Endorsing the Jacksonville  
Transportation Authority's (JTA) 2026  
Performance Targets for Transit Asset  
Management**

***Action Item***





## MEMORANDUM

**To:** TPO Board, Citizens and Technical Advisory Committee Members

**From:** Clark Letter, Director of Planning and Analytics

**Date:** February 4, 2026

**Subject:** **Adopting Transit Asset Management Targets for the Jacksonville Transportation Authority**

The Federal Transit Administration (FTA) Transit Asset Management rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule defines State of Good Repair (SGR) performance measures and establishes requirements for Transit Asset Management (TAM) Plans and performance targets.

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset is able to perform its designed function, does not pose a known unacceptable safety risk and lifecycle investment needs have been met or recovered. The following categories and performance measures are defined by FTA:

FTA Asset Category	Performance Measure
<b>Equipment</b> Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
<b>Rolling Stock</b> Revenue Vehicles	Percentage of revenue vehicles that have met or exceeded their ULB
<b>Infrastructure</b> Rail fixed-guideway	Percentage of track segments (by mode) with performance restriction
<b>Facilities</b> Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

Public Transportation Providers are required to update their Transit Asset Management Plan every four years and state of good repair targets annually. MPOs are required to update Transit Asset Management targets with every LRTP update. JTA targets are presented in the resolution on the following page.



**RESOLUTION 2026-1  
ADOPTING THE JACKSONVILLE TRANSPORTATION AUTHORITY’S 2026  
PERFORMANCE TARGETS FOR TRANSIT ASSET MANAGEMENT**

**WHEREAS**, in accordance with 23 CFR 450.306(d) the metropolitan transportation planning process shall provide for the establishment and use of a performance based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301 (c).

- (i) Each metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.
- (ii) The selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.
- (iii) Further specified the selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).

**WHEREAS**, in accordance with 49 USC 625 the Jacksonville Transportation Authority has adopted a Transit Asset Management Plan and transit asset management performance targets;

**NOW, THEREFORE, BE IT RESOLVED** that the North Florida Transportation Planning Organization approves and adopts the following Jacksonville Transportation Authority Transit Asset Management – State of Good Repair Targets:

Category		Performance Target*	Performance Measure
Equipment	Automobile	100%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
	Trucks and other Rubber Tire Vehicles	87%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
	SUVs	100%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
	Trucks	69%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
	Vans	100%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
	Boats	100%	% of non-revenue service vehicles exceeds UL of 18yrs
Rolling Stock	Buses (JTA/CC)	20%	% of fleet exceeds UL of 12 yrs or 500,000 miles
	Cutaways (JTA/CC)	56%	% of fleet exceeds UL of 5 yrs or 150,000 miles
	Vans (JTA/CC)	15%	% of fleet exceeds UL of 4 yrs or 100,000 miles
	Automated Guideway Vehicle	67%	% of fleet exceeds UL of 25 yrs
	Ferryboat	0%	% of fleet exceeds UL of 25 yrs
Infrastructure	Rail Fixed Guideway	8%	% of track segments under performance restriction
Facilities	Admin/Maintenance Facilities	0%	% of facilities rated under 3.0 on TERM scale
	Passenger/Parking Facilities	3%	% of facilities rated under 3.0 on TERM scale
	Passenger Facilities	0%	% of facilities rated under 3.0 on TERM scale
	Parking Facilities	4%	% of facilities rated under 3.0 on TERM scale

Adopted by the North Florida Transportation Planning Organization in regular meeting assembled in the City of Jacksonville the 12th day of February 2026.

**ATTEST:**

\_\_\_\_\_  
**Dr. Kristen Burke, Chairman**

\_\_\_\_\_  
**Jeff Sheffield, Executive Director**



# Memo

**To:** Jeff Sheffield  
Executive Director, North Florida TPO

**From:** Nathaniel P. Ford, Sr.  
Chief Executive Officer, JTA

**Date:** January 1, 2026

**Subject:** State of Good Repairs (SGR) Targets

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The Jacksonville Transportation Authority (JTA) has compiled the State of Good Repair (SGR) Targets, attached, for the Fiscal Year 2026.

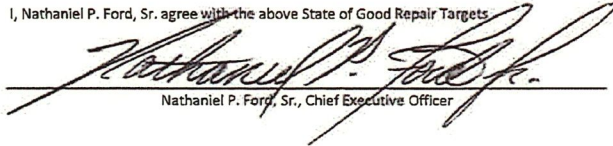
In accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act, Fixing America's Surface Transportation (FAST), and the Transit Asset Management Final Rule, JTA seeks the North Florida Transportation Planning Organization's concurrence with the compiled SGR Targets.

Thank you for your time and assistance on this matter, and please do not hesitate to contact the JTA if you have any questions.

Category		FY 25 Target*	FY 25 Actual*	FY 25 Calc SGR	FY 26 Proj SGR	Performance Target*	Performance Measure
Equipment	Automobile	100%	100%	0%	0%	100%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
	Trucks and other Rubber Tire Vehicles	86%	78%	22%	13%	87%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
	SUVs	88%	88%	13%	0%	100%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
	Trucks	83%	66%	34%	31%	69%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
	Vans	100%	100%	0%	0%	100%	% of non-revenue service vehicles exceeds UL of 4yrs or 100,000 miles
Rolling Stock	Boats	100%	100%	0%	0%	100%	% of non-revenue service vehicles exceeds UL of 18yrs
	Buses (JTA/CC)	20%	13%	87%	80%	20%	% of fleet exceeds UL of 12 yrs or 500,000 miles
	Cutaways (JTA/CC)	69%	78%	27%	44%	56%	% of fleet exceeds UL of 5 yrs or 150,000 miles
	Vans (JTA/CC)	0%	11%	89%	85%	15%	% of fleet exceeds UL of 4 yrs or 100,000 miles
	Automated Guideway Vehicle	67%	67%	33%	33%	67%	% of fleet exceeds UL of 25 yrs
	Ferryboat	0%	0%	100%	100%	0%	% of fleet exceeds UL of 25 yrs
Infrastructure	Rail Fixed Guideway	8%	0%	100%	92%	8%	% of track segments under performance restriction
	Admin/Maintenance Facilities	0%	0%	100%	100%	0%	% of facilities rated under 3.0 on TERM scale
Facilities	Passenger/Parking Facilities	3%	3%	97%	97%	3%	% of facilities rated under 3.0 on TERM scale
	Passenger Facilities	0%	0%	100%	100%	0%	% of facilities rated under 3.0 on TERM scale
	Parking Facilities	4%	4%	96%	96%	4%	% of facilities rated under 3.0 on TERM scale

\* The Target, per FTA & NTD requirements, is the Inverse of the expected SGR level, ie the expected percentage out of SGR

I, Nathaniel P. Ford, Sr. agree with the above State of Good Repair Targets

  
 Nathaniel P. Ford, Sr., Chief Executive Officer

12-23-25

Date



# **Agenda Item E.**

**DRAFT 2026 List of Priority Projects (LOPP)**

***Information Only***

## REGION-WIDE PRIORITY PROJECTS

These region-wide projects have been selected from Path Forward 2050, the Long Range Transportation Plan adopted November 13, 2024. The projects are prioritized by each county and submitted to the TPO to be included in the priority list. The TPO includes the projects exactly as prioritized by the counties. The list contains a portion of projects that have committed construction funds and a ranked list for unfunded needs.

2026 REGION-WIDE PRIORITY PROJECTS				
Rank	Project	Limits	Description	Status
<b>PRIORITIES FUNDED IN THE CURRENT 5 YEAR WORK PROGRAM</b>				
	<b>SR 312</b> <i>St. Johns County</i> (210230-4)	SR 207 to Holmes Rd and SR 207 to US 1	New road construction	SR 207 to Holmes Rd Complete
	<b>US 17 (SR 5) Main St</b> <i>Duval County</i> (209411-8)	New Berlin Rd to Airport Center Dr	Widen to 5-lanes with multi-use trail <b>*Environmental Justice Area</b>	CST FY 29
	<b>US 1 (SR 5)</b> <i>Duval</i> (441220-3)	At Racetrack Rd	Intersection Improvements	CST FY 30
	<b>SR 21 Blanding Blvd</b> <i>Clay/Duval Counties</i> (446808-1) (446808-2)	CR 220 to Collins Road	Intersection improvements <b>High Crash Corridor</b> <b>* Environmental Justice Area</b>	(Wells rd to Duval County Line let)
	<b>US 90 (SR 10) Beaver St</b> <i>Duval County</i> (437373-1)	At Chaffee Rd	Traffic Signals	CST FY 31
	<b>SR A1A</b> <i>St. Johns County</i> (210404-4)	Mickler Road to Marsh Landing Pkwy	Intersection Improvements and Multiuse Trail Addition	CST FY 28
	<b>SR A1A Complete Street</b> <b>Atlantic Ave</b> <i>Nassau County</i>	8 <sup>th</sup> St to Fletcher Ave	Continue to improve functionality and add capacity along Atlantic Avenue through intersection improvements (traffic circles) along the corridor with context sensitive improvements on parallel facilities including shared-use paths	CST FY 28
	<b>SR 21</b> <i>Clay County</i> (208182-7)	Halprens Way to Putnam County Line	Intersection Improvements (priority to SR 21 @ SR 100)	CST FY 27

## 2026 REGION-WIDE PRIORITY PROJECTS

Rank	Project	Limits	Description	Status
	<b>US 17 (SR 15) Roosevelt Blvd</b> Duval County (209407-2)	Park St to McDuff Ave	Intersection Upgrades	CST FY 27
	<b>Emergency Signal for JFRD Station # 34</b> Duval County (430068-2) (434303-2)	Dunn Ave at Ross Blvd to Lem Turner at Duave Ave	Emergency signals for JFRD Fire and Rescue Station #34 Garden City at 11248 Ross Road	CST FY 31
	<b>SR 115 Southside Blvd</b> Duval County (2091298-3)	Old Baymeadows Rd to Beach Blvd	Intersection Improvements and multiuse trail	CST FY 28 (South of JTB to Hogan)
<b>UNFUNDED PRIORITIES</b>				
<b>1</b>	<b>SR 228 Normandy Blvd</b> Duval County	Equestrian Center to US 301	Widen to 4-lanes with buffered bike lanes and sidewalks <i>* Environmental Justice Area</i>	
<b>2</b>	<b>SR 16</b> Clay County (438918-2)	Green Cove Springs City Limits to First Coast Expressway Interchange	Widen to 4-lanes <i>* Environmental Justice Area</i>	PE FY 26 (FCE to CR 315)
<b>3</b>	<b>SR 200/SR A1A</b> Nassau County (210595-5) (210711-7)	Mickler St to Amelia Island Pkwy	Intersection improvements <i>High Crash Corridor</i> <i>* Environmental Justice Area</i>	CST Old Nassauville Rd FY 31 Stratton Rd FY 28
<b>4</b>	<b>SR 16/CR 16A</b> St. Johns County (210447-5)	First Coast Expressway to SR 312 Alignment	Add 2 lanes with intersection improvements	PE FY 26 ROW FY 26 and FY 27 (IGP to I-95)
<b>5</b>	<b>US 17 (SR 5) Main St</b> Duval/Nassau Counties (209411-9)	I-295 to Georgia State line	Widen from 2 lanes to 5 lanes with multiuse path on the east side	ROW FY 28 & 30
<b>6</b>	<b>CR 2209</b> St. Johns County	SR 9B to CR 208	Capacity and Intersection Improvements	
<b>7</b>	<b>US 17 (SR 5)</b> Clay County	End of exist. 6-lane south of Town Center Blvd. to CR 315	Widen to 6 lanes	
<b>8</b>	<b>SR 104 Dunn Ave</b> Duval County	New Kings Rd to I-295	Safety Improvements, 2-4 lane widening and intersection improvements	

## 2026 REGION-WIDE PRIORITY PROJECTS

Rank	Project	Limits	Description	Status
9	<b>SR 115 Lem Turner Rd</b> <i>Nassau/Duval Counties</i> (437320-3)	I-295 to US 301	Widen to 4-lanes with multi-use trail/Intersection Improvements <i>*Environmental Justice Area</i>	295 to Percy RD PD&E FY 27
10	<b>US 1 (SR 5)</b> <i>St. Johns County</i>	Pine Island Rd to Race Track Rd	Intersection Improvements	
11	<b>CR 315/CR 216 (Cathedral Oaks Pkwy)</b> <i>Clay County</i>	US 17 to SR 23 Interchange	Widen to 4 lanes	
12	<b>SR 115 Arlington Expressway</b> <i>Duval County</i> (430718-2)	North Liberty St to Southside Connector	Drainage improvements and context sensitive upgrades	CST FY 28
13	<b>Moncrief Road</b> <i>Duval County</i>	13th St to US 1 Kings Rd	Context Sensitive Improvements: Safety, Bicycle, Pedestrian and intersection upgrades	
14	<b>SR A1A</b> <i>St. Johns County</i> (210404-4)	SR A1A corridor from SR 312 to Marsh Landing Pkwy	Intersection Improvements	CST FY 28
15	<b>Pecan Park Rd</b> <i>Duval County</i>	North Liberty St. to Southside Connector	Widen from 2 lanes to 4 lanes plus intersection improvements	
16	<b>CR 210</b> <i>St. Johns County</i> (456433-4)	E.W. Pappy Rd. to I-95	Widen to 6 lanes including interchange improvements with I-95	PD&E FY 27
17	<b>CR 220A Old Jennings Rd</b> <i>Clay County</i>	SR 23 Interchange to Long Bay Rd	Widen to 4 lanes	
18	<b>Five Way Roundabout at Sherry/Seminole/Plaza</b> <i>Duval County</i>	Intersection at Sherry/Seminole/Plaza	Safety improvements at intersection of Sherry, Seminole, and Plaza	
19	<b>Cheswick Oaks Ave</b> <i>Clay County</i>	SR 23 interchange to Gadwall Rd. (current end of Cheswick Oaks Ave)	New Construction	

## 2026 REGION-WIDE PRIORITY PROJECTS

Rank	Project	Limits	Description	Status
20	SR 202 J Turner Butler Blvd <i>Duval County</i>	I-95 to SR A1A	JTB Interchange upgrades	
21	I-95 (SR 5) <i>Nassau County</i>	Griffin Rd. Extension	New Interchange between SR 200 and US 17	
22	International Golf Parkway <i>St. Johns County</i> (210253-8) (456343-2)	I-95 to SR 16	Interchange improvements at I-95	PE FY 26
23	CR 218 (west of SR 21) <i>Clay County</i>	US 301 to Masters Rd	Widen to 4 lanes	
24	San Juan and Herschel St. <i>Duval County</i>	Intersection of San Juan and Herschel	Roundabout	
25	Yellow Water Connector <i>Duval County</i>	Beaver St. at Yellow Water Rd.	New Construction	
<p>* <i>Vulnerability evaluated in the Environmental Justice and Environmental Mitigation Reports</i>  **High Crash Corridors and Intersections identified in the Regional Strategic Safety Plan</p>				

## TRANSPORTATION ALTERNATIVES (TA) PROGRAM PROJECTS

The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. TA projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreational trail program projects and safe routes to school projects. North Florida TPO Staff requested input from member counties, cities and authorities for proposed multi-use trail projects within the North Florida TPO area. These projects are approved by county commissions and included in the TPO's List of Priority Projects.

<b>2026 TRANSPORTATION ALTERNATIVES PRIORITIES</b>				
<b>Rank</b>	<b>Project Name</b>	<b>Limits</b>	<b>Estimated Cost</b>	<b>Status</b>
<b>CONSTRUCTION FUNDED</b>				
	<b>Amelia Island Parkway Multi-Use Trail, Nassau County</b> (437336-1) (437337-2) (437334-1) (437335-1) (437337-3)	Bailey Road to 14 <sup>th</sup> St	\$876,107	CST FY 24/25
		SR A1A/8 <sup>th</sup> Street to Bailey Road	\$166,500	CST FY 24/25
		SR A1A/Fletcher Avenue to Via del Rey	\$756,196	CST FY 24/25
		Via del Rey to 14 <sup>th</sup> St	\$1,167,327	CST FY 24/25
		Phase 4 – Nassau County	\$5,119,474	CST FY 24/25
	<b>UNF Drive/ Alumni Drive Trail</b> <i>Duval County</i> (454602-1)	I-295 – Kernan Blvd	\$2,378,163	CST FY 27
	<b>East Side of US 17 Sidewalk Gap Improvements</b> <i>Clay County</i> (208202-7)	CR15A (Hibernia Rd) to CR220	\$1,994,058	CST FY 30
	<b>Vilano Trail: SRA1A</b> ST. Johns County (429931-2)	SRA1A (coastal hwy) South of Beachcomber Way to 24th St	\$5,378,558	CST FY 29
<b>UNFUNDED PRIORITIES</b>				
<b>1</b>	<b>CR 220 Shared Use Path</b> <i>Clay County</i>	Lakeshore Dr East to US 17	Estimate needed	
	<b>Old Jennings Rd Shared Use Path</b> <i>(Clay County)</i>	Knight Boxx Rd to College Dr	Estimate Needed	

## 2026 TRANSPORTATION ALTERNATIVES PRIORITIES

Rank	Project Name	Limits	Estimated Cost	Status
2	<b>Kernan Blvd Shared Use Path</b> <i>Duval County</i>	Alumni Dr to Glen Kernan Pkwy North	Estimate Needed	
	<b>Southside Connector Bike/Ped Improvements</b> <i>Duval County</i>	W Deer Lake Dr to Beach Blvd	Estimate Needed	
3	<b>Amelia Island Trail Phase 4: S. 14th Street, Sadler, and Will Hardee Trail Segment</b> <i>Nassau County</i>	Bailey Simmons Trail to Hickory St and end at N Front St	Estimate Needed	Partially Funded Design
	<b>Yulee Elementary Pedestrian Improvements Construction</b> <i>Nassau County</i>	Flemer Rd: From SR 200/Yulee Elementary School to Pages Dairy Rd	Estimate Needed	Design Funded
4	<b>Vilano Trail Section 1 (A1A)</b> <i>St. Johns County</i>	San Marco/May Street to A1A (east base of bridge)	Estimate Needed	Design Funded
	<b>Vilano Trail Section 2 (A1A)</b> <i>St. Johns County</i>	Euclid Ave to Serenata Dr	Estimate Needed	



## SUN TRAIL PRIORITIES

The Shared-Use Nonmotorized (SUN) Trail program is a competitive program where projects compete statewide, must be on the SunTrails map, must have a detailed study with segment by segment cost estimates. Applications will be submitted when projects meet these criteria. [www.floridasuntrail.com](http://www.floridasuntrail.com). These projects are approved by county commissions and included in the TPO's List of Priority Projects.

2026 SUN TRAIL PRIORITIES		
Project Name	Project Description/Project Limits	Estimated Cost
<b>St. Johns River to Sea Loop</b>	West of I-95 to City of St. Augustine to Flagler County Line	This project is specifically reference in State legislation and does not compete for funding with the projects listed below.
<b>SUN Trails Urban Network Project Segments Duval County (72931004) (72931005 including S-Line Pedestrian Bridge) (72931006)</b>	Imeson Rd/Baldwin Trail to McCoys Cr Emerald Trail at Leland/McCoys Blvd;  Myrtle Ave and Forest to Myrtle Ave and S-Line trailhead (south)  Cecil Recreational Trail: Pope Duval Park Baldwin Rail Trail (Utility Easement)  S-Line Trail at long Branch Creek Bridge: N of Liberty St and Winona Dr. to S-Line Trail east of N Liberty St and Winona Dr;  Main Street and S-Line at Winona Dr. to Zoo Pkwy and Haydon Rd	Study/Estimate needed
<b>Amelia Island Trail Phase 4 Nassau County</b>	S. 14 <sup>TH</sup> St: Connect the Bailey Simmons Trail to Hickory St /Fernandina Beach Schools to Waterfront Trail connection	Partially Funded Design
<b>Orangedale Mickler Trail St. Johns County</b>	Trail connector from Mickler Rd/SR A1A to SR 13	
<b>Northeast Florida Greenway Trails Clay County</b>	SR 21 - Long Bay Rd to SR 16 (Penney Farms) – via CR 218  SR 21 from Gold Head Branch Park to SR 16  Northeast Florida Greenway Trail: Live Oak Lane/Jennings State Forrest - Veterans Park to FWR (Jennings State Forest)	Study/Estimate Needed



# **Agenda Item F.**

**DRAFT Requested Studies for FY 2026/27 Unified  
Planning Work Program**

***Information Only***

## DRAFT 2026 UNIFIED PLANNING WORK PROGRAM STUDY REQUESTS

Study Name	Description	Recommended By
<b>Yellow Bluff Road and Starratt Road Traffic Study</b>	A traffic study to investigate the impact of residential and commercial developments near the intersection of Yellow Bluff Rd and Starratt Rd in Jacksonville.	Citizen
<b>St. Augustine Nights of Lights Traffic and Crowd Management Study</b>	A study to review the City's Nights of Lights Traffic and Crowd Management Plan and make recommendations for improvements. One area we are keenly interested in is to improve the travel time and experience of the park and ride program. We would like to evaluate a south bound shuttle lane on San Marco Ave to service our northern park and ride locations.	City of St. Augustine
<b>School Zone Speed Evaluation</b>	This study would identify the school speed zones in SJC that have a base posted speed of 35 mph or greater and those school zones are not congested during school ingress/egress so drivers have opportunity to choose to travel at the base speed and pedestrians and bicyclists share the public way. The study will measure speeds, crashes, and propose multiple solutions that may slow drivers. Final recommendation to include an implementation plan and discussion of the implementation plan with police and school officials.	St. Johns County
<b>Opinion of the Public on Quality of Transportation Network in St. Johns County</b>	Create a multiple choice questionnaire for SJC public on opinion of the state of Traffic Network in St. Johns County. Offer some opportunity for written comments. Deliver and summarize the results. Goal is to serve this opinion poll once per year in the same - or close to the same - format and track direction of the opinion annually.	St. Johns County
<b>Mobility Plan Update</b>	The City of Jacksonville Beach had the consulting firm of Kimly Horn, draft a mobility plan in 2010. As the beach has changed and evolved, with a new focus on multi-modal infrastructure and safety, we would propose an update to the plan, considering our adopted urban trail master plan, updated priorities in our Vision Plan, Comprehensive Plan and Land Development Code. We think this update will help focus our efforts with internal infrastructure and transportation projects as well as help guide development and redevelopment in the future. As the City is substantially built out, adding traffic lanes and capacity for cars is not a viable option, and would not address the increasing demand for alternative transportation options. An updated plan would better reflect the modern trends that were not anticipated in the now 16-year-old plan.	City of Jacksonville Beach

<p><b>Sidewalk Inventory</b></p>	<p>The City of Jacksonville Beach is currently adapting to increases in growth, changes in movement patterns for citizens and visitors and increases in alternative transportation options and modes of travel. The city has an ongoing work plan for replacing aging and damaged sidewalks and has some areas that are known locations that lack sidewalk infrastructure. The City currently lacks a complete inventory of existing sidewalks, missing segments and connections and current conditions of the existing network. The city anticipates the impact of this inventory to help create a sidewalk and trail maintenance and expansion master plan, to help focus city dollars to areas that offer the most benefit to bicycle and pedestrian connectivity, while also identifying areas that pose safety concerns. One area that would be especially beneficial is mapping any missing connections between Jacksonville Beach and Neptune Beach, where our two sidewalk networks are missing aligned segments, thus creating gaps. This is especially true as there are three schools located along the intersecting municipal boundaries</p>	<p>City of Jacksonville Beach</p>
<p><b>feasibility of a beaches wide micro bus service</b></p>	<p>Based on the success of the City of St. Augustine Star Circulator program, and the success of past efforts by JTA with the Beaches Trolley, the City of Jacksonville Beach would like to conduct a study to determine the viability of a similar circulator style bus service, which could be overseen by the beach communities in Duval County. The City believes that there are a number of benefits to operating a small independent loop serve that would help residents and visitors alike, by offering a way to travel the commercial corridor of A1A, without the need to use a car and add additional trips to A1A. Additionally, there are large distances between many of the JTA bus stops along A1A, and these distances can be a barrier to ridership, as those who utilize public transportation for daily commutes may have to walk substantial distances to get to a designated stop. This is especially true for the Flyer routes, which offer express direct service from the beach to strategic hubs for employment. As Jacksonville Beach is focused on alternative transportation options, the possibility of a locally managed, state-supported micro-bus service such as the Star Circulator would add another tool to the City's mobility toolbox and help reduce vehicle miles on the state and local roads. Jacksonville Beach would encourage the other Beaches Communities to participate but would be willing to limit the routes to Jacksonville Beach alone, between our major commercial destinations such as the downtown commercial district and Pier, to larger commercial areas such as those surrounding the JTB /202 interchange.</p>	<p>City of Jacksonville Beach</p>

<p><b>Pedestrian and bicyclist mobility access, connectivity, and safety study</b></p>	<p>Various crosswalks and sidewalks are found throughout the 2.2 sq mi city limits from Sandpiper Boulevard to Pope Road and SRA1A to CRA1A.</p> <p>Sidewalks are owned and maintained by the city, county, or state within their respective rights-of-way. Crosswalks within city, county or state rights-of-way range from signalized intersections with pavement markings to being equipped with flags, RRFB's and signage to no pavement markings or safety devices.</p> <p>Request a citywide pedestrian and bicyclist mobility access, connectivity, and safety study with opinions of probable costs for each recommended enhancement.</p> <ul style="list-style-type: none"> <li>• Provide an inventory of crosswalks, sidewalks, trails, multi-use paths, etc. as a GIS shapefile.</li> <li>• Identify gaps/deficiencies and evaluate recommended improvements that align with the complete streets design model.</li> <li>• Focus on facilities within City right-of-way.</li> </ul> <p>The city will utilize the study to further develop our capital improvement project plan.</p>	<p>City of St. Augustine Beach</p>
<p><b>Lemon Street Corridor Study</b></p>	<p>This study would look at Lemon Street corridor in Neptune Beach between the Atlantic Ocean and Penman Rd. With R/W restricted on SR A1A/Atlantic Blvd, this parallel corridor to the south could be better optimized for alternative transportation and creative parking solutions with a safe crossing installed at Third St. The goal is to develop detailed plans to implement complete streets concepts and integrate the corridor into the adjacent Beaches Town Center and future redevelopment on both sides of SR A1A/Third St.</p>	<p>City of Neptune Beach</p>
<p><b>City of Jacksonville Quick Build Project Before/After Reporting</b></p>	<p>This may be a good opportunity for the TPO to develop a regionwide Standard Operating Procedure (SOP) for before/after reporting on quick build projects as well as all-modal (standard) roadway projects. COJ will be constructing 10 quick build projects as part of the 2024 SS4A demonstration grant (\$1.27M), each of which will require before/after analysis.</p>	<p>City of Jacksonville</p>

<p><b>Arlington/Arlingwood Separated Bicycle Network for All Ages and Ability Bicyclists/Pedestrians</b></p>	<p>Arlington–Arlingwood Protected Bicycle Network Study to evaluate and design a safe, connected, all-ages-and-abilities bicycle network within the general study area bounded by Reddie Point to the northwest, Ed Austin Regional Park to the northeast, the Arlington Expressway and University Boulevard to the southwest, and Regency Mall to the southeast. The study will prioritize the development of protected (separated) bicycle facilities and shared-use paths, with highly limited reliance on standard bike lanes or shared roadway treatments such as sharrows, focusing instead on physical separation through vertical delineation and off-street alignments to reduce exposure to vehicle traffic. A central and unique component of the study will be the identification and assessment of underutilized, city-owned stormwater utility corridors that crisscross Arlington and Arlingwood and may offer significant opportunities to develop shared-use paths fully separated from roadways, creating low-stress, high-comfort bicycle connections between neighborhoods, parks, schools, commercial centers, and regional trail assets. The study will develop a cohesive network concept, identify priority corridors and connections, evaluate feasibility and constraints, and establish a phased implementation approach to advance a protected bicycle system that supports everyday transportation, recreation, and mobility for cyclists of all ages and abilities in the Arlington and Arlingwood areas.</p>	<p>City of Jacksonville</p>
<p><b>City of Jacksonville Sidewalk Master Plan</b></p>	<p>The City of Jacksonville seeks to develop a comprehensive Sidewalks Master Plan to establish best practices and recommended processes for sidewalk project selection, prioritization, design, and construction across the entire city. Leveraging the City’s newly available citywide Urban SDK sidewalk dataset, the study will enable a systematic, data-driven evaluation of sidewalk coverage, condition, and connectivity at a citywide scale. The Sidewalks Master Plan will transition COJ from a largely reactive, request-based approach to sidewalk delivery toward a proactive, strategic framework for identifying sidewalk gaps, prioritizing investments, and programming sidewalk projects on an annual basis. Current processes position COJ to be more reactive to individual sidewalk requests rather than proactive in strategically closing sidewalk gaps and scheduling annual sidewalk projects, and reliance on this reactive approach may contribute to sidewalk network gaps and pedestrian inaccessibility in some communities. The plan will focus on closing critical network gaps, improving pedestrian accessibility, and developing a connected sidewalk system that supports safety, mobility, and equitable access. The study will also assess existing COJ policies, programs, and interdepartmental processes related to sidewalk delivery.</p>	<p>City of Jacksonville</p>

<p><b>Signal Rebuild Candidates with Protected Intersection Elements</b></p>	<p>This study will identify and evaluate signalized intersections citywide that are candidates for signal rebuild or major signal modification projects, including locations on both City of Jacksonville and FDOT facilities. The study will prioritize intersections with aging signal infrastructure, safety concerns, or inclusion in FDOT’s Work Program, and assess where protected intersection elements could feasibly be incorporated during reconstruction. The outcome will be a prioritized list of signal rebuild opportunities where protected intersection treatments could be implemented cost-effectively to improve pedestrian and bicyclist safety when intersections are rebuilt.</p>	<p>City of Jacksonville</p>
<p><b>First–Last Mile Access to Parks and Public Spaces Study</b></p>	<p>This study will evaluate first- and last-mile walking and bicycling access to COJ and National Park Service parks, trails, and public open spaces. Using a half-mile walkshed approach, the study will identify and map recommended sidewalk, crossing, bicycle, speed management, and lighting improvements needed to safely access each park. Parks will be ranked using criteria such as equity, proximity to underserved or zero-car households, presence of park deserts, safety and crime concerns, and transportation barriers. Deliverables will include a final report and GIS-based mapping of all recommended improvements (noting COJ or State authority), with planner-level cost estimates to support implementation through Vision Zero, SS4A, HSIP, and local capital programs.</p>	<p>City of Jacksonville</p>
<p><b>Kernan SUP Crossing and Connectivity Improvements</b></p>	<p>This study will evaluate crossing safety and network connectivity improvements along the approximately 6.5-mile Kernan Blvd Shared-Use Path (SUP), including potential extensions to connect the SUP to the University of North Florida and the Seven Pines area. Completing this gap would provide a continuous bicycle and pedestrian facility linking Baymeadows Road, E-Town Parkway, UNF, the Town Center, and Fort Caroline. The study will identify feasible trail extension and crossing improvements, develop conceptual recommendations, and support future consideration within the City’s Capital Improvement Program (CIP). Deliverables would include final report with all recommendations, GIS mapping of all recommended safety improvements, estimated construction costs (opinions of probable construction costs), and division of labor (FDOT/COJ/other).</p>	<p>City of Jacksonville</p>
<p><b>Orange Park Path to NAS near southern COJ boundary trail alignment study</b></p>	<p>Study should determine feasibility of most safe/comfortable SUP alignment with little/no survey work, including 5% schematics and OPCCs.</p>	<p>City of Jacksonville</p>
<p><b>103 St/Timuquana Rd Corridor Safety</b></p>	<p>Analyze and identify potential safety improvements along 103rd St and Timuquana Rd, between POW-MIA Memorial Park Pkwy (west) and Ortega Farms Blvd (east). Crash analysis for this route</p>	<p>City of Jacksonville</p>

<p><b>Evaluation Study for Nonmotorized Users</b></p>	<p>identifies it as a high bike-ped fatality corridor. Study may partition full corridor into smaller segments, where necessary. Segments along 103rd St and Timuquana Rd may include: 1) from POW-MIA Memorial Dr and 103rd (west) to Old Middleburg Rd and 103rd St (east); 2) from Old Middleburg Rd and 103rd St (west) to Highway 295 and 103rd St (east); 3) from Highway 295 and 103rd St (west) to Ortega Farms Blvd (east). Study must identify potential safety improvements, including those identified in FHWA's 28 proven safety countermeasures. These recommendations may include but are not limited to signaling improvements, lane reduction, striping, enhanced crosswalks, lighting, midblock crossings, bicycle facilities, reduced speed treatments, raised crosswalks and intersections, protected intersections, driveway improvements, sidewalk improvements, and others. Barriers to safety treatment implementation, due to row constraints, utilities, or existing conditions, must be addressed and mitigation/workaround recommendations provided.</p>	
<p><b>Beach Boulevard Access Management and Pedestrian Safety Study</b></p>	<p>This study will evaluate corridor access management practices and their relationship to pedestrian and bicyclist safety along Beach Boulevard from San Mateo Avenue to Silver Palm Drive. The analysis will assess access density, driveway and signal spacing, median treatments, turning movements, and conflict points to identify how entry/exit design influences safety for all users. Using FHWA access management principles that link reduced conflict points with improved safety and mobility for people walking and biking, the study will develop data-driven recommendations to improve access design and reduce crash exposure along this high-injury arterial. Deliverables will include a final report, GIS mapping of existing conditions and recommended access management and pedestrian safety improvements, and planner-level cost estimates to support implementation.</p>	<p>City of Jacksonville</p>
<p><b>Clay-Duval Trail Alignment Analysis</b></p>	<p>The Middleburg segment of the Clay Duval Trail, specifically from the south end of Long Bay Rd towards CR215 or SR16. This segment of the trail could take several different routes, none of which seem to be ideal, so we would like some help figuring out which is the most appropriate.</p>	<p>Clay County</p>
<p><b>Trail Feasibility Study</b></p>	<p>A feasibility study for a trail along CR215, SR21, and SR16. This would be approximately 15 miles long, connecting 2 major county parks, and one leg of this triangle would be the Clay Duval Trail.</p>	<p>Clay County</p>
<p><b>Cleveland Connector Study</b></p>	<p>A revisit of the Cleveland Connector study prepared by Stone, Joca, and Mahoney in 2001. The intent is to build a roadway between SR21 in Orange Park (via Cleveland Ave or similar) and Cheswick Oak Ave (or similar) in Oakleaf.</p>	<p>Clay County</p>

<b>Citrona Corridor Redesign</b>	Study the Citrona Corridor to develop proposed improvements to increase pedestrian and bicycle accessibility. Focus on access to Fernandina Beach Middle and High Schools	Nassau County
<b>Semper Fi Realignment and I-95 Overpass</b>	William Burgess Boulevard is the start of a southern paralleling route to SR 200. Ultimate goal is to connect CR 107 to SR 200 west of I-95 without traversing SR 200.	Nassau County



# **Agenda Item I.**

## **Old Business**

- January 8, 2026 TPO Meeting Report

***Information Only***

# North Florida TPO Meeting Report



## Meeting Agenda

Thursday, January 8, 2026

10 a.m.

- Call to Order
- Pledge of Allegiance
- Introductions
- Public Comment

### TPO Agenda

A. North Florida TPO Minutes of November 13, 2025 – **Board Approved** ACTION ITEM

B. Finance Report Information Only

- October Monthly Financial Statement
- November Monthly Financial Statement

C. Electing Officers – **Board Approved** ACTION ITEM

According to the TPO Bylaws, Officers shall be elected at the December meeting by majority vote of the voting members present, and their terms become effective at the first meeting of the new calendar year.

*Chair – Dr. Kristen Burke (Clay County)*

*Vice Chair – Klynt Farmer (Nassau County)*

D. FDOT Requests Amending the FY 2025/26 – FY 2029/30 Transportation Improvement Program (TIP) – **Board Approved** ACTION ITEM  
**TAC and CAC Approved**

A copy of the request is included in Section D, which includes the following project:

- **429931-2** – SR A1A (Coastal Hwy.) from S. of Beachcomber Way to 24th Street Bike Path/Trail/FDOT/St. Johns County

- E. **International Golf Parkway Corridor Access Management Study** Information Only  
 Martha Moore of Benesch will give a presentation on the International Golf Parkway Corridor Access Management Study.
- F. **Smart North Florida** Information Only
- G. **Executive Director’s Report** Information Only
- H. **Secretary of Transportation’s Report** Information Only
- I. **Authority Reports** Information Only
- J. **Old Business**
  - List of Priority Projects (LOPP)
  - Call for Planning Studies in FY 2026/27
- K. **New Business**
- L. **Public Comment**
- M. **Adjourn**

**The next meeting will be February 12, 2026.**

**NOTICE**

In accordance with Section 286.01105, *Florida Statutes*, any person wishing to appeal a decision reached at this meeting will need a record of the proceedings. He may need to ensure that a verbatim record of the proceedings be made, which record would include the testimony and evidence upon which the appeal is to be made.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Marci Larson at 904-306-7513 at least seven days prior to the meeting.