



# MEETING NOTICE & AGENDA

Please be advised that the River to Sea Transportation Planning Organization (R2CTPO) **TIP SUBCOMMITTEE** will be meeting on:

**DATE:** Monday, October 24, 2016

**TIME:** 3:00 p.m. to 5:00 p.m.

**PLACE:** River to Sea TPO  
2570 W. International Speedway Blvd., Suite 100 (Conference Room)  
Daytona Beach, Florida 32114-8145

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## AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **PUBLIC COMMENT/PARTICIPATION** (*length of time at the discretion of the chairman*)
- III. **ACTION ITEMS**
  - A. **Review and Recommend Improvements to the Project Prioritization Process, Project Applications, and Related Documents** (*contact Bob Keeth*) (*enclosures*)
- IV. **R2CTPO STAFF COMMENTS**
- V. **TIP SUBCOMMITTEE MEMBER COMMENTS**
- VI. **ADJOURNMENT**

TIP Subcommittee Members:

Bob Storke, Scott Leisen, Elizabeth Lendian, Nora Jane Gillespie, Gilles Blais, Judy Craig, Ron Paradise, Jon Cheney, Heather Blanck, Chris Walsh, Paul Eik, Laura Dodd, Jose Papa

cc: TCC, CAC, BPAC Members  
Gene Ferguson, FDOT  
Press

Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the River to Sea TPO office, 2570 W. International Speedway Blvd., Daytona Beach, Florida 32114-8145, (386) 226-0422, extension 20416 at least five (5) working days prior to the meeting date.

## MEETING SUMMARY

### TIP SUBCOMMITTEE

October 24, 2016

#### III. ACTION ITEM

##### A. Review and Recommend Improvements to the Project Prioritization Process, Project Applications, and Related Documents

###### Background Information:

Each year as we complete another cycle of the project prioritization process, the TPO staff asks the TIP Subcommittee to evaluate the process and recommend improvements for the next cycle. The aim is to achieve the best possible outcomes in terms of identifying and promoting transportation-related priorities consistent with the community's goals and objectives as prescribed in the adopted long-range transportation plan.

To facilitate this review, the following documents are enclosed:

- Priority Project Process Review - Starter List of Considerations
- 2016 Priority Project Application for Traffic Ops – Safety – Local Initiatives Projects (1-27-16)
- 2016 Priority Project Application for Planning Studies (1-27-16)
- Draft 2017 Priority Project Process Schedule (calendar 9-16-16)
- Executed Resolution 2016-01 (Delineating Local Match Requirements)
- Executed Resolution 2016-02 (Reaffirming Project Priority Project Process)
- Executed Resolution 2016-03 (Reaffirming SU Set Aside Percentages)

TPO staff has not identified any issues or concerns that necessitate significant revisions to the process and related documents. However, minor revisions to provide greater clarity and efficiency for both preparing and evaluating applications are most likely warranted.

###### ***ACTION REQUESTED:***

***RECOMMEND REVISIONS TO THE PROJECT PRIORITIZATION PROCESS AS DEEMED APPROPRIATE BY THE SUBCOMMITTEE.***

## **R2CTPO Priority Project Process Review – Starter List of Considerations September 2016**

The following is a starter list of considerations relating to the TPO's Priority Project Process for discussion by the TIP Subcommittee. It is not intended to limit discussion.

### **I. General Considerations:**

- A. Is the proposed Priority Project Process schedule acceptable? (See attached draft schedule.)
- B. Are the instructions and project applications clear and concise?

### **II. Feasibility Study Application:**

- A. Local Agency Program (LAP) certification, a prerequisite for project programming, continues to be an issue, particularly for smaller cities. When an agency is unable to get certified, the project cannot advance unless and until a LAP certified agency or FDOT agrees to manage the project. To save time and expense of producing a feasibility study for a project that may not advance for lack of a qualified agency to manage it, should the feasibility study application be revised to require the applicant to indicate whether they intend to become LAP certified for the project or, if not, indicate what governmental agency will manage the project?

### **III. Project Implementation Application:**

- A. Is the project description sufficient to understand the full scope, limits, and character of the project and is it consistent with the feasibility study recommendations?
- B. Is the feasibility study included with the application and does it address the following considerations?
  - 1. Does the feasibility study show that the project can likely be completed successfully?
  - 2. Is the project the preferred alternative for satisfying the identified purpose and need?
  - 3. Does the feasibility study identify all required project phases (PD&E, PE, ENV, ROW, CST, etc.)?
  - 4. Does the feasibility study include an engineer's opinion of the probable cost for each required phase of the project and for 3 consecutive years ahead?
- C. Are the current project evaluation criteria appropriately defined and weighted to promote the types of projects that best advance our transportation goals and objectives?

## 2017 Priority Project Process Schedule

January						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4

Issue Call for Projects/"  
Notice of Funding Availability"

February						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	1	2	3	4

TCC Meeting/Priority  
Project Process Workshop

March						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1

Application Deadline

9 weeks

April						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	1	2	3	4	5	6

TIP Subcommittee and BPAC Subcommittee meet separately to  
score/rank applications

TIP Subcommittee and BPAC Subcommittee meet separately to  
complete application scoring/ranking

May						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3

BPAC reviews preliminary rankings

CAC/TCC review preliminary rankings; 30-day legal notice for adoption hearing

30-day public notice/invitation to comment (post in area newspapers and on TPO website); TPO Board reviews recommended preliminary rankings

June						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	1

BPAC reviews/recommends rankings

CAC/TCC review/recommend rankings

TPO Board reviews/approves final rankings

July						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

August						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2

Deadline to submit Project Priorities to FDOT



## 2016 Application for Project Prioritization

# Traffic Operations, Safety, and Local Initiatives Projects

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January 2016

### **General Instructions:**

For the 2016 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

The R2CTPO has two different application forms for Traffic Operations, Safety, and Local Initiatives Projects. One is to be used when applying for a Feasibility Study; the other is to be used when applying for Project Implementation. When applying for Project Implementation, the applicant will also be required to submit a completed copy of FDOT's Project Information Application Form.

No project will advance beyond a Feasibility Study unless the R2CTPO receives an application for prioritization of the Project Implementation phase. Applications for prioritization of the Project Implementation phase will be accepted only if a Feasibility Study has already been completed or if the project does not require a Feasibility Study.

Applications will be ranked based on the information supplied in the application.

Incomplete applications will not be accepted.

### **Project Qualification:**

Except for certain improvements identified in 23 U.S.C. §133<sup>1</sup>, only projects located on Federal-Aid Roads (roads on the National Highway System (NHS) or functionally classified as Urban Minor Collector or higher) may be funded through this program.

Only applications for traffic operations, intelligent transportation systems (ITS), safety, and local initiatives (traffic operations focused) projects will be considered. These projects are enhancements to improve the operational efficiency, reliability, and/or safety of the existing traffic circulation system. The following list of projects is representative of qualifying projects; however, it is not exhaustive:

1. Adding or extending left and/or right turn lanes;
2. improved signage or signalization;
3. targeted traffic enforcement;
4. limitation or prohibition of driveways, turning movements, truck traffic, and on-street parking;
5. modification of median openings;
6. replacement of standard intersections with traffic circles or roundabouts;
7. traffic incident response plans;
8. realignment of a road;
9. intelligent transportation systems (ITS) such as dynamic message signs and adaptive signal control systems;
10. traffic calming roadway designs or devices;
11. street lighting to improve traffic safety; and

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<sup>1</sup> These exceptions include: carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways, modification of public sidewalks to comply with the Americans with Disabilities Act, highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.

12. other local initiatives which address complete streets retrofits, adaptation of transportation systems to climate change, and other improvements that directly support the goals of the TPO's Long Range Transportation Plan.

**Award Limits:**

There are no award limits for projects on the Traffic Operations, Safety, and Local Initiatives Projects list. Projects on this list may be funded with any combination of federal, state, and/or local funds.

**Local Match Requirement:**

R2CTPO Resolution 2016-01 provides that the governmental entity requesting state and or federal transportation funds for any project that is not on the State Highway System (SHS) shall be required to match those funds programmed on the project with local funds at the ratios of 10% local to 90% state and/or federal. The match shall be by project phase for each programmed phase including feasibility study. A local cash match is required for a feasibility study. For all other phases, the local match is defined as non-state/federal cash match and/or in-kind services that advance the project. This resolution also reaffirms the R2CTPO's policy that the applicant (project originator) shall be responsible for any cost overruns encountered on a project funded with state and/or federal funds unless the project is on the SHS, in which case, the State DOT shall be responsible for any cost overruns.

**Electronic and "Hard Copy" Submittal Requirement:**

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF), compatible with MS Windows and Adobe Acrobat Version 9.5 or earlier.
2. Electronic documents may be submitted through our FTP site, as an attachment to email, on a CD, DVD or USB flash drive.
3. The application and all supporting documentation shall be included in one electronic PDF file.
4. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
5. Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
6. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size.
7. If you are unable to produce an electronic document as prescribed here, please call us to discuss other options.
8. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.

R2CTPO staff will provide assistance in completing an application to any member local government that requests it.



**2016 Application for Project Prioritization – FEASIBILITY STUDY**  
**Traffic Operations, Safety, and Local Initiatives Projects**

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**Project Title:** \_\_\_\_\_

**Applicant (project sponsor):** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Contact Person:** \_\_\_\_\_ **Job Title:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_ **FAX:** \_\_\_\_\_

**E-mail:** \_\_\_\_\_

**Governmental entity with maintenance responsibility for roadway facility on which proposed project is located:**

*[If not the same as Applicant, attach a letter of support for proposed project from the responsible entity. This letter of support must include a statement describing the responsible entity's expectations for maintenance of the proposed improvements, i.e., what the applicant's responsibility will be.]*

**Priority of this proposed project relative to other applications submitted by the Applicant:** \_\_\_\_\_

**Project Description:** \_\_\_\_\_

**Project Location** (include project length and termini, if appropriate, and attach location map): \_\_\_\_\_

**Project Eligibility for Federal Funds** (check the appropriate box):

- the proposed improvement is located on the Federal-aid system;
- the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

**Project Purpose and Need Statement:**

In the space provided below, describe the Purpose and Need for this proposed project. It is very important that your Purpose and Need statement is clear and complete. It will be the principal consideration in ranking your application for a Feasibility Study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The project Purpose and Need will also help to define the scope for the Feasibility Study, the consideration of alternatives (if appropriate), and ultimate project design.

The Purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project such as livability and the environment should be identified as ancillary benefits. The Purpose should be stated in one or two sentences as the positive outcome that is expected. For example, the purpose is to reduce intersection delays or to reduce rear end collisions. It should avoid stating a solution as a purpose such as: "the purpose of the project is to add an exclusive left turn lane". It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

The Need should establish the evidence that the problem exists, or will exist if anticipated conditions are realized. It



should support the assertion made in the Purpose statement. For example, if the Purpose statement is based on safety improvements, the Need statement should support the assertion that there is or will be a safety problem to be corrected. When applying for a Feasibility Study, you should support your Need statement with the best available evidence. However, you will not be expected to undertake new studies.

**Commentary:** \_\_\_\_\_

**Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the applicant must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria # 2 through #4, the applicant must provide commentary explaining how and to what degree the proposed improvement will address the criteria.**

**Criteria #1 - Location** – Indicate the functional classification of the roadway on which the proposed improvement is located.

Principal Arterial	Minor Arterial	Urban/Rural Major Collector	Urban Minor Collector	Rural Minor Collector or Local Road	Not Applicable
<input type="radio"/> 4	<input type="radio"/> 3	<input type="radio"/> 2	<input type="radio"/> 1	<input type="radio"/> 0	<input type="radio"/> 0

**Criteria #2 - Mobility and Operational Benefits** – The proposed project will significantly reduce traffic congestion and/or delays.

**Commentary:** \_\_\_\_\_

**Criteria #3 - Safety Benefits** – The project will significantly reduce the number and/or severity of crashes; it will significantly reduce the number of fatalities and/or serious injuries.

**Commentary:** \_\_\_\_\_

**Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality** – The proposed project will directly contribute to the achievement of one or more goals/objectives in the adopted comprehensive plan; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities).

**Commentary:** \_\_\_\_\_



## 2016 Application for Project Prioritization – **PROJECT IMPLEMENTATION**

# Traffic Operations, Safety, and Local Initiatives Projects

**Project Title:** \_\_\_\_\_

**Applicant (project sponsor):** \_\_\_\_\_ **Date:** \_\_\_\_\_

Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not necessary.

**Commentary:** \_\_\_\_\_

**\*\*\* Attach a completed copy of FDOT's Project Information Application Form. \*\*\***

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

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

R2CTPO staff will review the application to determine the classification of the roads benefitting from the proposed project.

Project located on a ...		Points
Non-Federal Functionally Classified Road	Select only one	0
Local Road (Federal Functional Classification)	Select only one	0
Rural Minor Collector (Federal Functional Classification)	Select only one	0
Urban Minor Collector Road (Federal Functional Classification)	Select only one	2
Major Collector Road (Federal Functional Classification)	Select only one	3
Minor Arterial Road (Federal Functional Classification)	Select only one	4
Principal Arterial Road (Federal Functional Classification)	Select only one	5
<b>Subtotal</b>		<b>0 - 5</b>

**Commentary:** \_\_\_\_\_

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

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

Check the appropriate boxes to indicate which phases of work have already been completed or will not be required. For each phase that will not be required, explain why in the space provided for commentary. Include with this application a copy of any relevant studies, warrants, designs, and/or permits. If this is an application for Project Implementation, you must attach a copy of the project scope and cost estimate.

Phasing Already Completed or Not Required <sup>1</sup>		Completed	Not Re-quired	Required But Not Completed (no points)	Unknown or TBD (no points)	Points
Feasibility Study/Conceptual Design/Cost Estimate/SEMP <sup>2</sup>	Check only one in each row	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
PE (Design)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Environmental		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Right-of-Way Acquisition		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
Permitting		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
<b>Subtotal</b>						<b>0 - 15</b>

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

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

**Commentary:** \_\_\_\_\_

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

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

In the space provided below for commentary, describe the operational benefits of the proposed project. When putting your application together please include a copy of any approved signal warrant or street lighting studies.

Mobility and Operational Benefits			Points
Existing volume to capacity ratio (i.e., existing congestion severity) [Must be documented.]	Select only one	< 0.75	<input type="checkbox"/> 0
		0.75 to 0.99	<input type="checkbox"/> 3
		1.00 to 1.25	<input type="checkbox"/> 4
		>1.25	<input type="checkbox"/> 5
Mobility Enhancements (i.e., level of increased mobility that a project will provide)	Select all that apply	None	<input type="checkbox"/> 0
		Bike, Pedestrian, ADA or Transit	<input type="checkbox"/> 0 - 5
		Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming <sup>3</sup>	<input type="checkbox"/> 0 - 10
Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant or widening justification <sup>4</sup> , access management or ITS improvements <sup>5</sup>	Select only one	No	<input type="checkbox"/> 0
		Yes	<input type="checkbox"/> 0 - 5
Hurricane evacuation route upgrade including, but not limited to, converting traffic signal to mast arm or other operational improvements. <sup>6</sup>	Select only one	No	<input type="checkbox"/> 0
		Yes	<input type="checkbox"/> 0 - 5
<b>Subtotal</b>			<b>0 - 30</b>

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

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

<sup>5</sup> Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

<sup>6</sup>The term “other operational improvements” includes any improvement that will likely result in a significant: a) increase in evacuating traffic capacity or b) reduction in the probable occurrence or severity of evacuating traffic delay and/or disruption from signal failure, lane blockage, etc.

**Commentary:** \_\_\_\_\_

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

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

In the space provided below for commentary, describe the safety benefits expected from the proposed project, and explain how the proposed project will help to achieve those benefits. R2CTPO staff will work with the appropriate agencies to determine the intersection and corridor crash rates.

Safety Benefits <sup>7</sup>			Points
The specific project location is on FDOT’s High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles <sup>8</sup> , corridor crashes per million vehicle miles <sup>8</sup> , Community Traffic Safety Team report, etc.)	Select all that apply	<input type="checkbox"/>	0 – 5
The “problem” described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident.		<input type="checkbox"/>	0 – 5
The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents.		<input type="checkbox"/>	0 – 10
<b>Subtotal</b>			<b>0 – 20</b>

<sup>7</sup> If an application scores very high in this criterion, the R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

<sup>8</sup> Applicant must use the following crash rate calculation formulas: Corridor Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 days/year x Number Years x Segment Length); Intersection Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 x Number of Years).

**Commentary:** \_\_\_\_\_

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

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

Support of Comprehensive Planning Goals and Economic Vitality			Points
Directly contributes to the achievement of one or more goals/objectives in the adopted comprehensive plan	Select all that apply	<input type="checkbox"/>	0 - 5
Directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities)		<input type="checkbox"/>	0 - 5
<b>Subtotal</b>			<b>0 - 10</b>

Commentary: \_\_\_\_\_

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

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

In the space provided below for commentary, describe the infrastructure impacts that will occur as a result of constructing the proposed project. When completing your application, please consider the drainage issues that may be involved (see notes below for a more detailed explanation).

Infrastructure Impacts			Points
Major Drainage Impact – relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined <sup>9</sup>	Select only one	<input type="checkbox"/>	0
Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is required		<input type="checkbox"/>	0 - 2
No Drainage Impact – no drainage work required		<input type="checkbox"/>	0 - 4
Relocation of private gas utility or fiber optic communication cable is not required <sup>10</sup>	Select all that apply	<input type="checkbox"/>	0 - 4
Relocation of public/private water or sewer utility is not required <sup>10</sup>		<input type="checkbox"/>	0 - 4
Relocation of telephone, power, cable TV utilities is not required <sup>11</sup>		<input type="checkbox"/>	0 - 4
No specimen or historic trees ≥ 18” diameter will be removed or destroyed		<input type="checkbox"/>	0 - 4
<b>Subtotal</b>			<b>0 - 20</b>

<sup>9</sup> ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.

<sup>10</sup> Typically, these are underground utilities that can only be determined by a complete set of plans. Attach plans showing no impacts; otherwise, assumption is in urban area utilities will be affected.

<sup>11</sup> Typically, above ground utilities are not affected except for widening and turn lane projects.

Commentary: \_\_\_\_\_

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

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

Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	Check One	Max. Points
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	1
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	2
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	3
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	4

20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	5
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	6
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	7
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	8
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	9
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
<b>Maximum Point Assessment</b>		<b>10</b>

Commentary (if needed): \_\_\_\_\_



**THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS  
NOT CURRENTLY IN THE FDOT WORK PROGRAM.  
FDOT PROJECT INFORMATION APPLICATION FORM**

**DATE:**

**1. Project Information:**

Project ID (SR, CR, Etc...):

From/At (South or West Termini):

To (North or East Termini):

County: -

Project Length (Miles):

Project Type: Other If *other*, please specify: -

**2. Title of Project Priority List and Project Ranking:**

**Central Florida MPO Alliance List and Project Ranking (if applicable):**

**3. Managing Agency Contact Information:**

Applicant:

Contact Person:

Title:

Address:

Phone Number:

E-mail Address:

**4. Phase(s) Being Requested** (click to select all appropriate boxes):

- Study       PD&E       Design  
 Right-of-way       Construction       Other:

**5. Project Description:**

- a. Project Scope/Description (please be as detailed as possible):
- b. What fiscal year will this project be ready for production/construction:

Work Type	Requested Fiscal Year (July 1-June 30)
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

c. Please state the purpose and need for this project.

d. What data from the statement above was obtained and/or used to support this analysis?

**Note:** If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.

e. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

f. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

g. Is this project on a transit route? If yes, which one(s)?

h. Is this project within the Federal Aid system?  
(If yes, FDOT staff needs to verify and check here )

**6. Consistency with Local and MPO Plans**

a. Is this project consistent with the Local Government Comprehensive Plan?

If no, please state when an amendment will be processed to include the project in the Plan.

b. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?



If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable). It is not necessary to specifically identify traffic planning studies in the LRTP.

**7. Other Information:**

a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process?

b. What year was the agency last certified?

8. If this is a non-state road project, to be located outside of State Right-of-Way, is there sufficient right-of-way for the project is currently owned by the local government entity?

If yes, please provide proof of right-of-way ownership (right-of-way certification, right-of-way maps or maintenance maps).

**Provide an estimate of the total cost of the project phase(s) and attach supporting documents that supports the requested phase estimate (i.e. man-hour estimate and rates, equipment cost and right of way cost).**

Work Type	Phase Complete? Yes/No/NA	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? In-house/Advertise	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	-		-	\$
Project Development and Environment Study (PD&E)	-		-	\$
Design	-		-	\$
Right-of-way Acquisition	-		-	\$
Construction	-		-	\$
CEI	-		-	\$
Other:	-		-	\$
<b>Total Project Cost Estimate:</b>	<b>\$0</b>			

- **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**

- **When requesting the Construction phase please include the following documents, if available:**
  - Signed and sealed plans
  - Engineer's estimate
  - Bid Documents and Specifications Package
  - Signed LAP Construction Checklist
  - Right of Way Certification
  - Environmental Certification
  - All necessary permits

# EXHIBIT "A"

## Preliminary Scope & Study Schedule - Phase 18 (Planning)

FPN (If Known): [redacted] FAN: TBD [redacted]

Name of Project: [redacted]

Local Agency Contact (Project Manager): [redacted]

Phone: [redacted] Email Address: [redacted]

Project Scope/Description, Termini, Project Length:  
[redacted]

**Procurement Method:**

Advertisement

Fee Estimate: \$0 [redacted] (include backup documentation)

**Tentative Schedule (MMDDYY):**

**FDOT issues NTP for Study:**

**Advertise/Award/NTP for Study Services:**

**Begin Study:**

**Final Submittal:**

**Final Invoice:**

**Date Agreement needed:**

**Board Date:**

# EXHIBIT "A"

## Preliminary Scope & Study Schedule - Phase 28 (PD&E)

FPN (If Known):  FAN:

Name of Project:

Local Agency Contact (Project Manager):

Phone:  Email Address:

Project Scope/Description, Termini, Project Length:

Procurement Method:

Advertisement

Fee Estimate: \$0  (include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study:

Advertise/Award/NTP for Study Services:

Begin Study:

Final Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

# EXHIBIT "A"

## Preliminary Scope & Study Schedule - Phase 38 (Design)

FPN (If Known):  FAN:

Name of Project:

Local Agency Contact (Project Manager):

Phone:  Email Address:

Project Scope/Description, Termini, Project Length:

Design Procurement Method:

In-House

Advertisement

Design Fee Estimate:  (include backup documentation)

Tentative Design Schedule (MMDDYY):

FDOT issues NTP for Design:

Advertise/Award/NTP for Design Services:

Begin Design:

60% Plans Submittal (including Reviews):

90% Plans Submittal (including Reviews):

Final Plans Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

Construction Funded:  Yes  No

Fiscal Year:

# EXHIBIT "A"

## Preliminary Scope & Study Schedule - Phase 58 (Construction)

FPN (If Known):  FAN:

Name of Project:

Project Manager:  Phone:

Email Address:

Project Scope/Description, Termini, Project Length:

**CEI Procurement Method:**

- In-House
- Advertisement

**CEI Estimate (LAP Projects Only)**  (Attach supporting man-hours and rates)

**Const Estimate (LAP Projects Only):**  (Attach engineer's estimate)

**Tentative Construction Schedule (MMDDYY):**

**Ad Date:**

**Bid Opening Date:**

**Award Date:**

**Executed Contract Date:**

**Pre Construction Date:**

**NTP to Contractor Date:**

**Construction Duration :**

**Completion Date:**

**Final Acceptance Date:**

**Date Agreement Needed:**

**Board Date:**



**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2016-01**

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO)  
DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR  
PROJECTS PRIORITIZED FOR FUNDING BY THE TPO**

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**WHEREAS**, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

**WHEREAS**, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

**WHEREAS**, the FDOT funds projects in the Work Program based on the plans and priorities set by the TPO; and

**WHEREAS**, the River to Sea TPO desires to provide, whenever possible, financial assistance to governmental entities to allow them to pursue transportation projects and programs which are consistent with the TPO's plans and priorities and benefit residents of and visitors to our planning area; and

**WHEREAS**, the River to Sea TPO wants to leverage the state and federal transportation funds programmed on transportation projects in TPO's MPA and ensure a measure of local financial commitment to transportation projects and programs utilizing these funds;

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

1. Every governmental entity receiving state and/or federal transportation funds for a project on any of the following Priority Project Lists shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds:
  - a. Traffic Operations, Safety, and Local Initiatives Projects;
  - b. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects.

This match requirement shall not apply to projects on the State Highway System; and

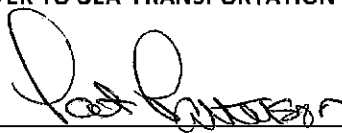
2. Every governmental entity receiving state and/or federal transportation funds for a project on the TPO's Priority List of Transportation Planning Studies shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds; and



3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant, Non-SIS Roadway Projects, or Transit Projects, subject to the any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the River to Sea TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and
6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the River to Sea TPO also reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
8. the River to Sea TPO Executive Director may authorize the use of state or federal funds to cover some or all of a cost overrun on any project phase up to and including 10% of the project cost estimate for that phase; and
9. the use of state or federal funds to cover cost overruns exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
10. the River to Sea TPO deems that a cost overrun shall be the difference between the amount programmed on any project phase and the actual cost for that phase; and
11. the Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit this resolution to the:
  - a. Florida Department of Transportation;
  - b. Federal Transit Administration (through the Florida Department of Transportation);
  - c. Federal Highway Administration (through the Florida Department of Transportation); and
  - d. Councils, Commissions, and Managers of the TPO Member Local Governments.

**DONE AND RESOLVED** at the regularly convened meeting of the River to Sea TPO held on the 27<sup>th</sup> day of January 2016.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**



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**VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTERSON  
CHAIRMAN, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 27, 2016.

**ATTEST:**

  
**PAMELA C. BLANKENSHIP, RECORDING SECRETARY**

## RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

### RESOLUTION 2016-02

#### RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

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**WHEREAS**, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

**WHEREAS**, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

**WHEREAS**, 23 C.F.R. 450.104 provides that the River to Sea TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

**WHEREAS**, each year the appropriate River to Sea TPO committees made up of a cross-section of interested citizens and technical staff are charged with the responsibility of drafting a list of prioritized projects; and

**WHEREAS**, it is the responsibility of the River to Sea TPO to establish project priorities for all areas of the TPO's MPA; and

**WHEREAS**, the River to Sea TPO reaffirms its commitment to the priority process and related policies;

**NOW, THEREFORE, BE IT RESOLVED** by the River to Sea TPO that the following policies are established to prioritize transportation projects throughout the TPO's MPA:

1. The project application and evaluation criteria approved by the River to Sea TPO Board shall be used to solicit and evaluate projects for priority ranking in the transportation program categories listed below:
  - a. Florida Strategic Intermodal System (SIS) Projects;

- b. Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects;
  - c. Traffic Operations, Safety, and Local Initiatives Projects;
  - d. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects;
  - e. Public Transit Projects; and
  - f. Transportation Planning Studies.
2. River to Sea TPO projects that were previously ranked and have a Financial Management (FM) number and are in the Florida Department of Transportation Work Program will automatically be prioritized above projects that are not currently in the FDOT Five-Year Work Program;
  3. Projects which are ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  4. Projects which are ranked one through five on the Prioritized List of Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  5. Projects which are ranked one through eight on Tier "B" of the Prioritized List of Traffic Operations, Safety, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  6. Projects which are ranked one through three on Tier "B" of the Prioritized List of Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  7. If, at any time, two or more lists of prioritized projects are merged into a new list, every project that was protected prior to the merger shall retain its protected status, and no new or previously unprotected project shall be deemed to be protected unless and until it advances to the protected rank prescribed for the new, merged list.
  8. The River to Sea TPO will not re-prioritize protected projects unless the TPO Board determines unusual circumstances dictate otherwise;
  9. It is the responsibility of the River to Sea TPO and FDOT staffs to provide the River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;

10. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
11. Once a project has attained protected status, it should be programmed within 3 years. If it has not been programmed during that time due to inactivity on the part of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects.
12. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
13. the Chairperson of the River to Sea TPO, (or his/her designee) is hereby authorized and directed to provide a copy of this resolution to the:
  - a. Florida Department of Transportation (FDOT);
  - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
  - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation)

**DONE AND RESOLVED** at the regular meeting of the River to Sea TPO held on the 27<sup>th</sup> day of January 2016.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**



**VOLUSIA COUNTY COUNCIL MEMBER PAT PATTERSON  
CHAIRMAN, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 27, 2016.

**ATTEST:**



**PAMELA C. BLANKENSHIP, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

## RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

### RESOLUTION 2016-03

#### RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ESTABLISHING THE POLICY FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION PROGRAM (STP) URBAN ATTRIBUTABLE (SU) FUNDING AND OTHER STATE AND FEDERAL FUNDS IDENTIFIED IN THE 2040 LONG RANGE TRANSPORTATION PLAN FOR LOCAL INITIATIVES

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**WHEREAS**, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

**WHEREAS**, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

**WHEREAS**, 23 C.F.R. 450.104 provides that the River to Sea TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

**WHEREAS**, each year the appropriate River to Sea TPO committees, made up of a cross-section of interested citizens and staff, are charged with the responsibility of drafting a list of prioritized projects; and

**WHEREAS**, it is the responsibility of the River to Sea TPO to establish project priorities within the River to Sea TPO's planning boundaries that are equitable for all areas of Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County; and

**WHEREAS**, the River to Sea TPO reaffirms its commitment to the priority process and related policies;

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

1. Annual set-asides of the River to Sea TPO's total Surface Transportation Program (STP) Urban Attributable (SU) funding will be made in the following manner: 40% of the total SU funds will be used for Traffic Operations, Safety, and Local Initiatives

- (traffic operations focused) Project Priorities, 30% of the total SU funds will be used for Transit Project Priorities, and 30% of the total SU funds will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;
2. Annual set-asides of other state and federal funds identified in the 2040 Long Range Transportation Plan for Local Initiatives will be made available in the following manner: 50% of the funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities and 50% will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;
  3. Mixed projects (defined as a project that is not a stand-alone bicycle or pedestrian project) will only be accepted and ranked if the predominant cost component is consistent with the category of funding to which it is submitted. All other cost components are subject to eligibility of available funding. Mixed projects submitted by a member local government will be presented to the TPO Board for final determination prior to being ranked in the TPO's list of Priority Projects for Bicycle/Pedestrian facilities;
  4. Resolution 2015-06 is hereby repealed and replaced by this resolution;
  5. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
  6. The Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to provide a copy of this resolution to the:
    - a. Florida Department of Transportation (FDOT);
    - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
    - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

**DONE AND RESOLVED** at the regular meeting of the River to Sea TPO held on the 27<sup>th</sup> day of January 2016.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**



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**VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTERSON  
CHAIRMAN, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 27, 2016.

**ATTEST:**



*Pamela C. Blankenship*

**PAMELA C. BLANKENSHIP, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**