RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
RE reaffirming the policy for establishing and maintaining transportation
priorit y projects

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 Block Grant Program (STBG) 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;

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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 only re-prioritize or add projects when the TPO Board determines: a) unusual circumstances support such action, b) the circumstances are not of a recurring nature, c) the circumstances do not result from the actions of the project sponsor, and d) the proposed reprioritization or addition will not be contrary to the public interest;

9. Requests to change the priority or to add a project must include a statement of hardship by the requestor along with supporting documentation that includes
detailed justification of need and an assessment of the impacts to the programming of prioritized projects;

10. 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;

11. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;

12. 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.

13. Per the approved the Annual Call for Projects schedule, the project sponsor shall annually submit a letter to the River to Sea TPO affirming their continued support to retain each project on the priority list and provide updated cost estimates. The letter shall also provide support from the project sponsor for any Transportation Regional Incentive Program (TRIP) eligible project(s) which they are ready to advance into the Work Program and TIP and provide a commitment of local matching funds, if required.

14. The River to Sea TPO shall use this project prioritization process to support the development of Regional Priority Lists in the areas of Trails, Transit, Transportation Systems Management and Operations (TSM&O), and Planning Studies.

15. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and

16. the Chairperson of the River to Sea TPO, (or their 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 23rd/27th day of January/November 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

____________________________
CITY OF DAYTONA BEACH COMMISSIONER ROBERT GILLILAND
Acting Chairperson, River to Sea TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 23/November 27, 2019.

ATTEST:

____________________________________
DEBBIE STEWART, RECORDING SECRETARY
River to Sea Transportation Planning Organization
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2019-03XX

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

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 minimum ratio of 10% local funds to 90% state and/or federal funds; and

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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 of eligible costs 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 defines a cost overrun as an increase in the amount of the cost of any programmed project phase due to a change in scope, project limits or project approach that could have reasonably been foreseen or is the result of an incomplete, insufficient or out of date cost estimate; and

8. the River to Sea TPO 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

9. the River to Sea TPO defines a cost increase as an increase in the cost of any programmed project phase due to unforeseen market changes or a change in requirements and/or standards for projects that have current and complete cost estimates; and

10. Requests for additional state and/or federal funds must be submitted to the TPO and include a statement of hardship or justification by the governmental entity identified as the project sponsor along with supporting documentation that includes detailed justification of the change in cost; and

11. the River to Sea TPO Executive Director may authorize the use of state and/or federal funds to cover some or all of a cost increase on any project phase up to and including 10% of the project cost estimate for that phase; and

12. the use of state and/or federal funds to cover cost increases exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and

13. the Chairperson of the River to Sea TPO (or their 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

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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 23rd

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

CITY OF DAYTONA BEACH COMMISSIONER ROBERT GILLILAND
ACTING CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that
the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the
River to Sea TPO held on January 23-November 27, 2019.

ATTEST:

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
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

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 that
are equitable for all areas within the River to Sea TPO’s planning boundaries; 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. For projects funded in whole or in part with Urban Attributable (SU) funding and/or other state and federal funds obtained through the TPO's Priority Project Process, if the recipient of the funds chooses to display any signs or markers at the project site, said signs or markers shall include language acknowledging the River to Sea TPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and/or other funding partners, as may be applicable, for providing funding for the project. In addition to the language, the sign or marker shall include these agencies' official logos.

Additionally, any public pronouncements made by or on behalf of the recipient regarding the project, including press releases, publications, annual reports, video credits, and dedications, shall acknowledge the funding support provided by the TPO, FDOT, FHWA, and FTA.

5. Resolution 2016-03 is hereby repealed and replaced by this resolution;

6. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and

7. 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 25th day of January 2017.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

[Signature]

CITY OF FLAGLER BEACH COMMISSIONER MARSHALL SHUPE
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 25, 2017.

ATTEST:

[Signature]
PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION