

RESOLUTION No. [2012-302

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA AUTHORIZING THE PARTICIPATION OF THE COUNTY IN A NORTHEAST FLORIDA REGIONAL TRANSPORTATION COMMISSION UPON ITS FORMATION BY THE FLORIDA LEGISLATURE; AUTHORIZING FUNDING; ESTABLISHING THE MAXIMUM FUNDING AMOUNTS AND PERIOD; PROVIDING FOR REPEAL UNDER CERTAIN CONDITIONS; AND ESTABLISHING AN EFFECTIVE DATE.

RECITALS

WHEREAS, in 2010, the Florida Legislature passed Chapter 2010-212, Laws of Florida, creating the Northeast Florida Regional Transportation Study Commission to study multimodal transportation needs and delivery systems for the region comprised of the following counties: Baker, Clay, Duval, Flagler, Nassau, Putnam and St. Johns; and

WHEREAS, the Northeast Florida Regional Transportation Study Commission was comprised of representatives from each of the counties in the region, including at least two citizens appointed by the Board of County Commissioners; and

WHEREAS, the Study Commission determined that a gap existed in the region's abilities to cooperatively plan transportation infrastructure and services on a regional basis, to cooperatively and competitively seek transportation funding from federal and state sources, and to execute coordinated transportation services and infrastructure for the maximum benefit of the region's population and economic development; and

WHEREAS, the Study Commission has concluded its work and is preparing its report to be submitted to the Florida Legislature; and

WHEREAS, the Study Commission will recommend to the Florida Legislature that a regional approach to transportation infrastructure and services is appropriate for the region, and that it is appropriate to create a regional transportation commission to coordinate and

advance the planning, project development, funding and implementation of regional transportation facilities and services, to develop the regional transportation plan, to serve as a leader in communicating to the citizens and governments of the region the importance of regional transportation planning and implementation, and to pursue grant funding and other means to implement strategic regional projects; and

WHEREAS, the North Florida Transportation Planning Organization is nearing commencement of its Long Range Transportation Plan update, which update can serve as a valuable input to the work of the regional transportation commission; and

WHEREAS, each County which is a member of the regional transportation commission will have representation on its governing body; and

WHEREAS, the regional transportation commission will undertake a five-year work plan to develop the regional transportation plan, promote regional transportation initiatives, develop long-term transportation funding alternatives, and pursue opportunities to implement strategic regional projects; and

WHEREAS, the Study Commission has requested that each of the region's counties demonstrate support for and commitment to a regional, multimodal approach to transportation needs by committing to participate in the work and funding of such a regional transportation commission; and

WHEREAS, the Northeast Florida Regional Transportation Commission will not be created without the full participation of at least Duval, Clay, Nassau and St. Johns Counties.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, THAT:

Section 1. The above recitals are incorporated by reference into the body of this Resolution and such recitals are adopted as findings of fact.

Section 2. The Board of County Commissioners further finds that:

(a) An efficient regional transportation system is central to the future economic competitiveness and quality of life for Northeast Florida;

(b) There is an opportunity to enhance planning and infrastructure provision on a regional scale specifically for regionally significant projects;

(c) Having a strong and consistent regional voice on transportation issues is increasingly important in the successful pursuit of state, federal and private transportation funding;

(d) Creation of a separate regional transportation commission to pursue these goals and to focus on regional transportation initiatives will enhance the competitiveness of the region and better serve the citizens of the County; and

(e) It is in the best interests of St. Johns County that it be a member of and support the work of a regional transportation commission to pursue these goals.

Section 3. St. Johns County will participate in the work and funding of the Northeast Florida Regional Transportation Commission, for up to five years, commencing October 1, 2013, should such a commission be created by the Florida Legislature to include St. Johns County. The work of the Northeast Florida Regional Transportation Commission shall be supported annually by in-kind contributions from the North Florida Transportation Planning Organization and the Jacksonville Transportation Authority, and by cash contributions from adjusted per capita contributions from the constituent counties. For Fiscal Year 2014, St. Johns County shall contribute up to \$49,756 (assuming only four counties participate) of a total cash budget need of up to \$215,000, and thereafter a similar annual percentage of the Northeast Florida Regional Transportation Commission, but in any event not to exceed \$0.30 per capita or a total amount of ~~\$82,803~~, per annum, subject to appropriation. No funding beyond such five year period is hereby committed.

Section 4 It is understood that the Northeast Florida Regional Transportation Commission will sunset on June 30, 2018 unless (i) it shall have adopted a regional transportation plan and an implementation plan, and at least Clay, Duval, Nassau and St. Johns Counties shall have

adopted resolutions endorsing such plans, and (ii) adequate funding sources to carry out the initial phases of such plans have been secured, or placed on the ballot in the constituent counties in the event a referendum is required.

Section 5. This Resolution is intended to demonstrate support for the regional transportation commission and encourage other counties in the region to adopt and approve similar legislation.

Section 6. This Resolution is adopted and approved in the expectation that the Florida Legislature, in the 2013 legislative session, shall create a regional transportation commission for Northeast Florida which includes the County; and that in the event that the Legislature fails to do so, this Resolution shall be deemed repealed on the date of the Legislature's adjournment and shall have no further force or effect.

Section 7. This Resolution is adopted this 16 day of Oct, 2012, to be effective (subject to repeal as set forth in Section 5 above) as of 10/16, 2012.

PASSED AND ADOPTED this 16th day of October, 2012.

BOARD OF COUNTY COMMISSIONERS
St. Johns, COUNTY, FLORIDA

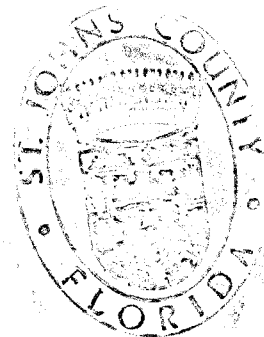
By: _____

J. Ken Bryan, Chair

ATTEST: Cheryl Strickland, Clerk

By: Ram Halterman, DC

RENDITION DATE 10/18/12



Maximum Initial Per Capita Assessment Rates Required For Total <
 \$215K With Duval Max @ 45% & : If

Only Core 4 Counties Participate (A); Or,
 If Core 4 Plus One Other County (B - D)

	A	B	C	D	
	ALL	CORE 4 ONLY	CORE 4 + Baker	CORE 4 + Putnam	CORE 4 + Flagler
County	\$0.180	\$0.258	\$0.244	\$0.222	\$0.213
Baker	\$4,847	\$0	\$6,570	\$0	\$0
Clay	\$34,406	\$49,315	\$46,639	\$42,434	\$40,713
Duval	\$96,449	\$96,612	\$96,745	\$96,582	\$96,533
Flagler	\$17,323	\$0	\$0	\$0	\$20,499
Nassau	\$13,263	\$19,010	\$17,979	\$16,358	\$15,695
Putnam	\$13,329	\$0	\$0	\$16,440	\$0
St. Johns	\$34,713	\$49,756	\$47,056	\$42,813	\$41,077
Total	\$214,331	\$214,693	\$214,989	\$214,626	\$214,518

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< \$215K Rate: \$0.180 \$0.258 \$0.244 \$0.222 \$0.213
 Total: \$214,331 \$214,693 \$214,989 \$214,626 \$214,518

> \$215K Rate: \$0.181 \$0.258 \$0.245 \$0.223 \$0.214
 Total: \$215,521 \$215,525 \$215,870 \$215,593 \$215,525

ESTIMATED RESOURCES NEEDED FOR RTC START-UP OPERATION
(all estimates in 2012 dollars)

Cost Category	Estimated Mid-Range Cost	Notes
Labor and Fringe Benefits	\$ 110,000	Based on Mid-range salary cost from "Transit Talent" 2011 Salary Survey – Average Annual Salaries for Regional Planner
Professional Services	\$ 50,000	Planning, GIS and professional services needed to complete the Regional Transportation Corridors Plan.
Administrative Services	\$ 1,000	Audit, Accounting, Human Resources, IT, Payroll (TPO currently utilizes JTA for these services and RTC could seek similar arrangement with host agency). ¹
Legal Services	\$ 5,000	
Facilities/Office Space	\$ 5,000	Seek to collocate with another agency ¹
Office Equipment, Supplies and Administrative expenses	\$ 5,000	Copiers/Scanners/Phone/Data/Fax – service charges and equipment lease. RTC would seek to share with host agency and provide share of equipment usage within overhead fee. ¹
Printing, Marketing and Advertising	\$ 10,000	Brochures, printing, advertising and collateral materials
Computer Hardware and Software	\$ 7,000	Would seek to piggyback on software licensing with host agency
Travel Expenses	\$ 6,000	Travel/Mileage reimbursements for staff and commission members
Insurance/Liability	\$ 1,000	
Meeting Expenses	\$ 10,000	Cost for facilities and meeting notices, based on 6 full Commission Meetings per year.
Training	\$ 2,000	Federal program, GIS, FTA transit planning training, professional certification maintenance
Dues/Publications	\$ 2,000	Professional publications, memberships (i.e. AICP)
Total	\$ 214,000	

¹ Reflects incremental cost to host agency.



Northeast Florida
Regional Transportation Study Commission

**Planning Committee
Recommendations**

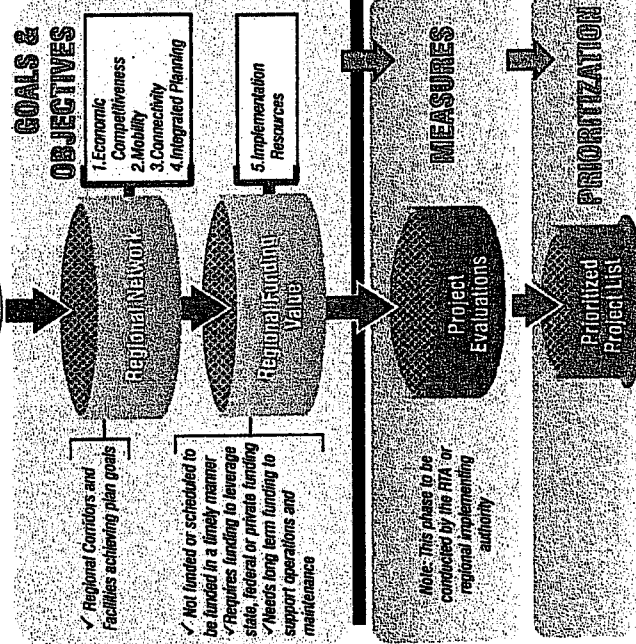
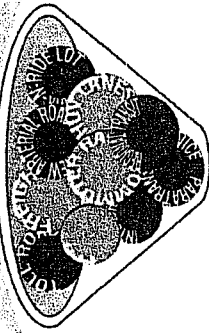


**NORTHEAST FLORIDA
REGIONAL TRANSPORTATION STUDY COMMISSION
PLANNING COMMITTEE
SUMMARY OF RECOMMENDATIONS**

1. A regional transportation plan should be based in the following goals:
 - **Economic Competitiveness:** *Promote a diversified and vibrant regional economy.*
 - **Mobility:** *Expand the range of transportation options available in the region to provide efficient mobility for people and goods between activity centers, including residential, employment, and mixed-use centers.*
 - **Connectivity:** *Create efficient connectivity within the region, and with state, national and global economies.*
 - **Integrated Planning:** *Integrate regional land use, transportation and natural resource plans to promote sustainable, safe, and livable communities.*
 - **Implementation Resources:** *Maximize resources to implement a regional transportation system.*
2. The "Defining Characteristics of Transportation Elements of Regional Significance" are those transportation corridors and facilities therein creating a regional network that achieves the goals of regional economic competitiveness, mobility, connectivity, and integrated planning.
3. The Regional Transportation Corridors Plan is the "Regional Transportation Elements Plan."
4. A Regional Transportation Corridors Plan (illustrated in the "Funnel Diagram" attached) provides the process for identifying candidate regional projects and ultimately establishing prioritized list of projects by a future regional entity.
5. A regional network screen and regional funding value screen should be used to identify candidate projects for the regional transportation plan. These screens are described as follows:
 - **Regional Network Screen** – A project must be located on the regional network.
 - **Regional Funding Value Screen**— A project meets one of the following:
 - It is not funded or scheduled to be funded in a timely manner;
 - It requires funding to leverage state, federal or private funding; or
 - Needs long term funding to support operations and maintenance.
6. Conceptual measures within the Regional Transportation Corridors Plan should be further refined by the future regional entity and used as an objective means to prioritize projects in a regional transportation plan.
7. A future regional entity should use the Regional Transportation Corridors Plan to develop a regional transportation plan which will include a prioritized list of regional projects.

Regional Transportation Vision

Highway - Transit - Multimodal*

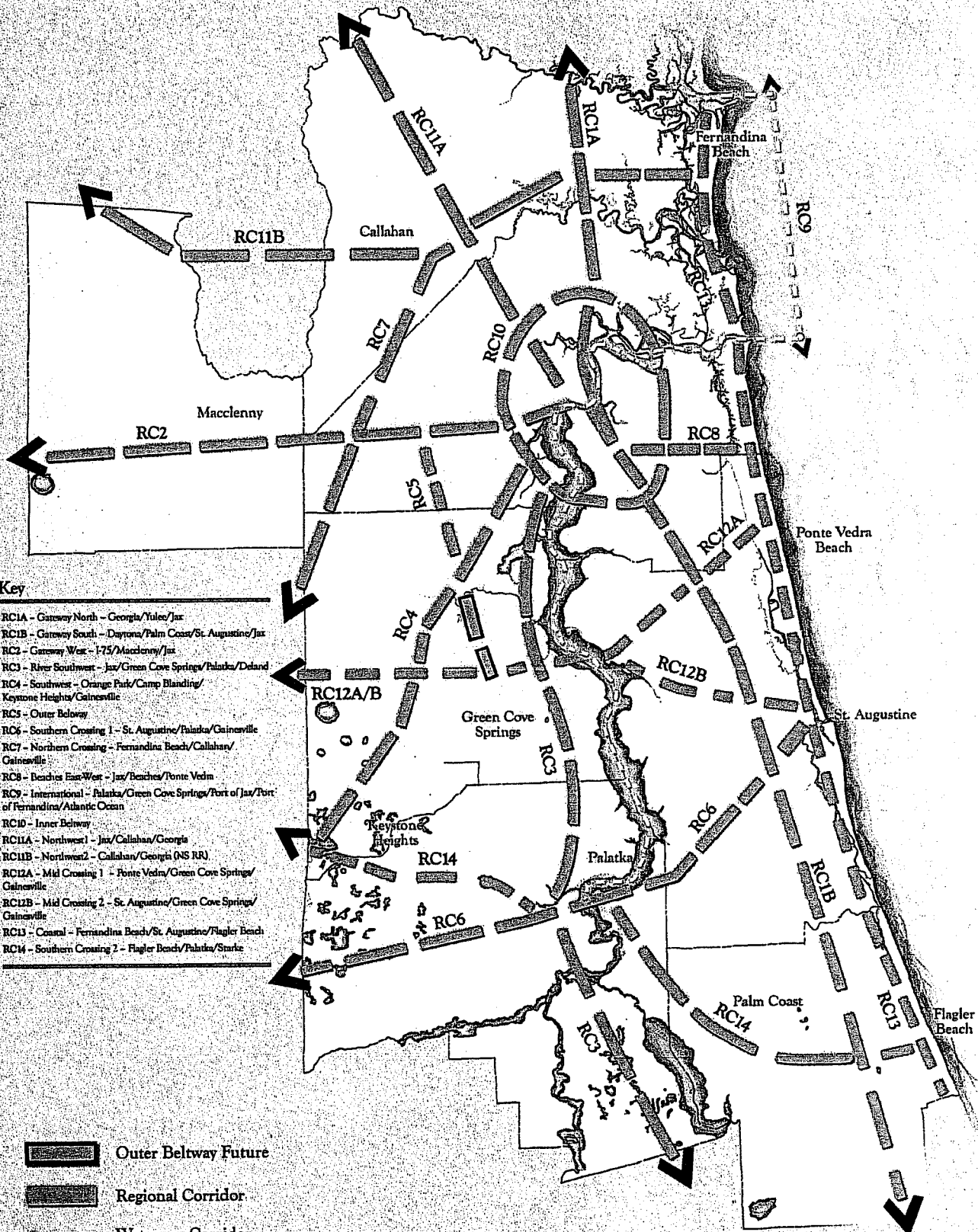


GOALS	OBJECTIVES	CONCEPTUAL MEASURES
Economic Competitiveness (EC) Promote a diversified and vibrant regional economy.	Objective EC1: Focus and leverage transportation infrastructure as an asset to economic development in the region, with a special focus on target and emerging industries.*	Economic Competitiveness (EC) measures should address whether and/or, if applicable, the degree to which a project: <ul style="list-style-type: none"> → Has a positive economic impact (EC1.1): <ul style="list-style-type: none"> → Is relevant to existing "hot" or "emerging" industries. → Is located in a vibrant, urban proximity and degree of impact on the local economy. → Increases access to and mobility within identified growth centers (EC1.2). → Increases connectivity between growth centers by increasing the labor catchment area of a major employment center (EC1.3).
Mobility (M) Expand the range of transportation options available in the region to provide efficient mobility for people and goods between activity centers*, including residential, employment, and recreation centers.	Objective M1: Increase the regional accessibility, reliability, and accountability of modes of transportation to people and jobs.	Mobility (M) measures should address whether and/or, if applicable, the degree to which a project: <ul style="list-style-type: none"> → Increases the number of people and jobs served (M1). → Increases the efficiency and effectiveness of regional transit services (M1.2.3). → Enhances availability of and access to transit services (M1.2.3). → Improves transit reliability (M1.1). → Improves transit capacity and travel time (M1.2). → Increases transit capacity and modal choice (walk, rail, ship) (M1.3). → Reduces choke points* for freight (M1.4).
Connectivity (C) Create efficient connectivity within the region, and with state, national and global economies.	Objective C1: Create state, national and global connectivity.	Connectivity (C) measures should address whether and/or, if applicable, the degree to which a project: <ul style="list-style-type: none"> → Enhances or creates connections to major activity centers in the region (C1.1). → Connects travel centers* (C1.2). → Increases the number of users and service locations (C1.3). → Increases reliability of connections between modes (C1.4). → Improves connectivity between regional activity centers (C1.5). → Improves connectivity between regional activity centers (C1.6). → Improves connectivity between regional activity centers (C1.7). → Improves connectivity between regional activity centers (C1.8). → Improves connectivity between regional activity centers (C1.9). → Improves connectivity between regional activity centers (C1.10).
Integrated Planning (IP) Integrate regional land use, transportation and natural resource plans to promote sustainability*, safe and flexible communities.	Objective IP1: Promote energy conservation.	Integrated Planning (IP) measures should address whether and/or, if applicable, the degree to which a project: <ul style="list-style-type: none"> → Reduces greenhouse gas emissions (IP1.1). → Promotes consistency with regional and local land use planning/ zoning (IP1.2). → Supports transit use, compact, safe and walkable communities patterns, as appropriate (IP1.3). → Promotes energy conservation and the use of renewable resources (IP1.4). → Enhances and/or promotes advance planning (IP1.5). → Enhances and/or promotes advance planning (IP1.6). → Enhances and/or promotes advance planning (IP1.7). → Enhances and/or promotes advance planning (IP1.8). → Enhances and/or promotes advance planning (IP1.9). → Enhances and/or promotes advance planning (IP1.10).
Implementation Resources (IR) Maximize resources to implement a regional transportation system.	Objective IR1: Leverage resources and promote* to maintain funding.	Implementation Resources (IR) measures should address whether and/or, if applicable, the degree to which a project: <ul style="list-style-type: none"> → Maximizes the ratio of leveraged funds to state funds (IR1.1). → Has a positive benefit to cost ratio (IR1.2). → Results in increased use and/or efficiency of an existing facility or transportation asset* (IR1.3).

*Note to list of Terms and Definitions

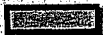


The "region" includes the counties within the boundary of a Regional Transportation Authority or other entity charged with implementing the Regional Transportation Elements Plan. This refers to all types of partnerships, including public-private ventures and other formalized arrangements, which result in the creation of a regional transportation authority. The "region" also includes the counties within the boundary of a Regional Transportation Authority or other entity charged with implementing the Regional Transportation Elements Plan. This refers to all types of partnerships, including public-private ventures and other formalized arrangements, which result in the creation of a regional transportation authority. The "region" also includes the counties within the boundary of a Regional Transportation Authority or other entity charged with implementing the Regional Transportation Elements Plan. This refers to all types of partnerships, including public-private ventures and other formalized arrangements, which result in the creation of a regional transportation authority.

Northeast Florida Regional Transportation Corridors

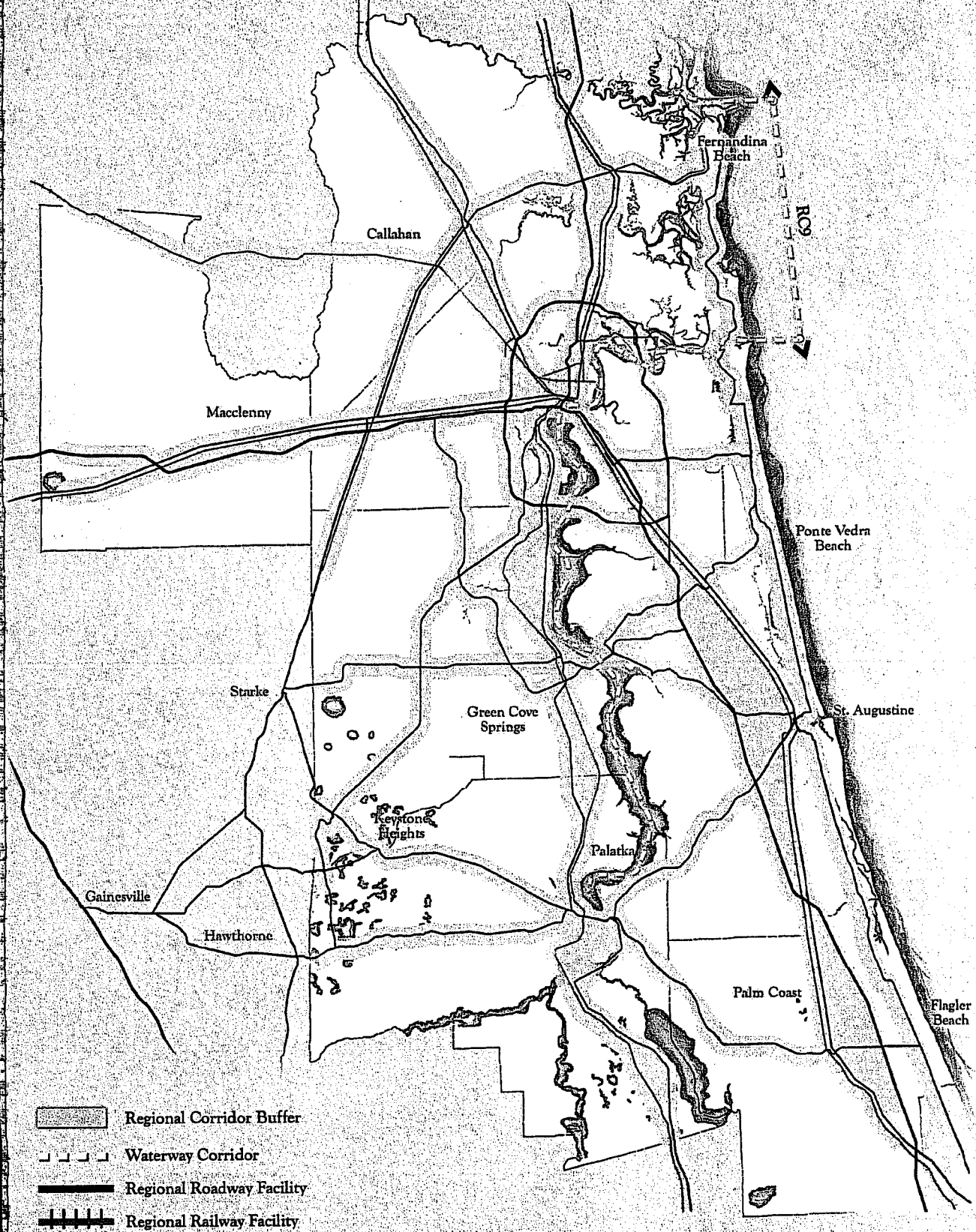






Key

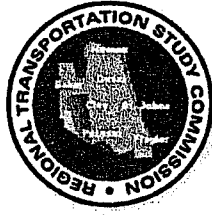
- RC1A - Gateway North - Georgia/Yulee/Jax
- RC1B - Gateway South - Daytona/Palm Coast/St. Augustine/Jax
- RC2 - Gateway West - I-75/Macclenny/Jax
- RC3 - River Southwest - Jax/Green Cove Springs/Palatka/Deland
- RC4 - Southwest - Orange Park/Camp Blanding/Keystone Heights/Gainesville
- RC5 - Outer Beltway
- RC6 - Southern Crossing 1 - St. Augustine/Palatka/Gainesville
- RC7 - Northern Crossing - Fernandina Beach/Callahan/Gainesville
- RC8 - Beaches East-West - Jax/Beaches/Ponte Vedra
- RC9 - International - Palatka/Green Cove Springs/Port of Jax/Port of Fernandina/Atlantic Ocean
- RC10 - Inner Beltway
- RC11A - Northwest 1 - Jax/Callahan/Georgia
- RC11B - Northwest 2 - Callahan/Georgia (NS RR)
- RC12A - Mid Crossing 1 - Ponte Vedra/Green Cove Springs/Gainesville
- RC12B - Mid Crossing 2 - St. Augustine/Green Cove Springs/Gainesville
- RC13 - Coastal - Fernandina Beach/St. Augustine/Flagler Beach
- RC14 - Southern Crossing 2 - Flagler Beach/Palatka/Starke

-  Outer Beltway Future
-  Regional Corridor
-  Waterway Corridor

Northeast Florida Preliminary Regional Transportation Network



-  Regional Corridor Buffer
-  Waterway Corridor
-  Regional Roadway Facility
-  Regional Railway Facility



**Northeast Florida
Regional Transportation Study Commission**

**Governance & Funding
Recommendations**

September 7, 2012



RTSC GOVERNANCE AND FUNDING RECOMMENDATIONS

September 7, 2012

NEED FOR REGIONAL TRANSPORTATION APPROACH

- An efficient regional transportation system is central to the future economic competitiveness and quality of life for Northeast Florida.
- There is an opportunity for enhanced coordination of planners and implementers on a regional scale specifically for regionally significant projects.
- There is a need for new, dedicated regional funding for regional transportation.
- Having a strong and consistent regional voice on transportation issues is increasingly important in the successful pursuit of state, federal and private transportation funding.

PHASED IMPLEMENTATION OF REGIONAL APPROACH

A two-phase approach is recommended to implement a multimodal regional transportation plan ("regional plan"). In phase I, a Regional Transportation Commission (RTC) will serve the purposes and functions noted below to develop the regional plan, identify and secure funding to implement the plan and propose the organizational framework for implementing the regional plan. Phase II is the implementation of a regional plan with dedicated funding.

ADVANTAGES OF PHASED APPROACH (WITH RTC AS PHASE I)

The advantages of a phased approach beginning with the creation of an RTC as Phase I are:

- The RTC will help build trust and consensus among regional partners, increase public understanding of regional transportation infrastructure needs and build public confidence in the ability to implement a regional plan;
- The RTC will develop the regional plan and funding sources concurrently;
- The RTC will enhance and coordinate Northeast Florida's regional voice on transportation issues, which is increasingly important in the competition for state and federal transportation funding;
- The RTC will utilize existing planners and implementers to continue the development of the regional plan which will be more efficient and cost effective;
- The RTC will create the leadership, education and champions needed to implement a regional plan; and
- The RTC will sunset if it is not successful.

PHASE I: REGIONAL TRANSPORTATION COMMISSION

CREATION

Each county in the seven county Northeast Florida region will consider a resolution indicating its support for, intent to participate in, and commitment to provide financial support for the RTC prior to action by the Florida Legislature to create the RTC. At a minimum, the RTC must include Duval, St. Johns, Nassau and Clay counties.

Mission Northeast Florida Regional Transportation Commission will coordinate and advance the planning, project development, funding and implementation of regional transportation facilities and services.

PURPOSES AND FUNCTIONS



RTSC GOVERNANCE AND FUNDING RECOMMENDATIONS

September 7, 2012

The RTC will fulfill the following purposes and functions:

Developing the Multimodal Regional Transportation Plan

The RTC will develop the regional transportation plan with planning assistance from the North Florida Transportation Planning Organization (NFTPO) and in cooperation with the Northeast Florida Regional Council and other transportation and planning agencies. The plan will include a prioritized list of regional projects, alternative funding sources and an organizational framework for implementing in Phase II. The regional plan will be consistent with the NFTPO's Long Range Transportation Plan (LRTP) and will include regional projects and funding sources that have not traditionally been included in the LRTP.

The RTC and NFTPO are strongly encouraged to utilize the Regional Transportation Corridors Plan ("Corridors Plan") developed by the RTSC as the foundation for the regional plan. NFTPO assistance will be provided concurrently with the update of the NFTPO Long Range Transportation Plan, to be complete by November 2014. Utilizing the LRTP process with additional criteria to reflect the Corridors Plan will result in significant cost savings and enhanced coordination. RTC will send to the counties the regional plan, organizational framework and recommended funding source(s) for adoption not later than 5 years from the establishment of the RTC.

Regional Transportation Leadership and Advocacy

The RTC will serve as a leader in communicating to the citizens and governments of the region the importance of regional transportation planning and implementation. This will include advocacy for regional projects and coordinating regional efforts to secure transportation funding. The RTC will also take a leadership role in educating the public about the value of regional solutions to the community and the economic benefits associated with regional transportation investments.

Multimodal Transportation Business Alliance

A regional multimodal transportation business alliance will be established to encourage private sector engagement in regional transportation issues. Private sector leadership in and support for regional transportation issues is considered vital to the success of the RTC and any future regional entity. Examples of transportation/transit alliances can be found throughout the country.

Multimodal Regional Transportation Plan Implementation Prior to Dedicated Funding

In the process of developing a regional plan and seeking dedicated funding, the RTC will pursue opportunities to implement strategic regional projects. The RTC will work with the member counties and the NFTPO to develop regional projects and services, including potential funding, with an initial focus on regional transit. The RTC will utilize existing implementers in the region including, but not limited to, counties, municipalities, state agencies, authorities, and private enterprises as appropriate.

Regional Transit and Paratransit

The need for more regional transit and better coordination of regional paratransit are recognized as significant gaps in the regional transportation network and opportunities for improving mobility options in the short term, even without a new dedicated funding source. The RTC will serve as the regional coordinating board for regional transit and paratransit. The RTC will utilize existing transit agencies within the region for technical support and service operation. The RTC will facilitate the



RTSC GOVERNANCE AND FUNDING RECOMMENDATIONS

September 7, 2012

implementation of regional transit services. Specific functions of the RTC in developing regional transit facilities and services may be to:

- Develop a regional transit plan as a component of the regional transportation plan.
- Oversee and coordinate the development of regional transit services which may include:
 - Multi-county express and commuter bus;
 - Commuter rail planning/project development;
 - Regional park and ride;
 - Coordinated mobility plan for regional commuter and paratransit services; and
 - Facilitating the coordination of local services with the regional transit plan.
- Coordinate regionally with existing implementers to secure competitive grant funding for implementing strategic regional projects.

Highway and Other Modal Projects

The RTC will coordinate regionally with existing implementers to secure competitive grant funding for implementing strategic regional roadway and other modal projects.

GOVERNING STRUCTURE

Membership

At minimum, the RTC must include St. Johns, Clay, Duval and Nassau counties. Participation by Baker, Putnam and Flagler Counties is strongly supported by the RTSC and will add greatly to the effectiveness of the RTC.

Governing Board

Assuming seven member counties, the RTC will be governed by an 11-member voting member Board that includes 5 representatives appointed by the governing body of Duval County and one representative appointed by the governing bodies of each of the remaining 6 counties. Regional and business community input will be provided by non-voting advisors. These may include the FDOT District II Secretary and representatives of the NFTPO, JAXPORT, JTA, NEFRC, JAXUSA, and the regional multimodal transportation business alliance (when established).

This governing board structure assumes a 7-county RTC. If there are fewer counties, the Board makeup will be adjusted to maintain a Duval County membership that is close to, but not exceeding, 45% of the total membership, while each participating county will have at least one voting member.

Terms

Board members will serve up to two 4-year terms. Members appointed by the counties can be removed or replaced by vote of the respective governing body. Terms will be staggered to provide continuity of membership.

Officers

A Chair, Vice-Chair and Treasurer will be selected by the Board from its membership.



RTSC GOVERNANCE AND FUNDING RECOMMENDATIONS

September 7, 2012

OPERATIONAL STRUCTURE

The RTC will have minimal dedicated staff. The RTC may contract with an existing government agency or private provider for services needed to complete core business functions of the RTC.

FUNDING

Administrative Support

The RTC operations will be funded initially by a per capita county contribution for administrative support. In order to ensure sustained funding for the RTC, member counties will enter into an interlocal agreement requiring a recurring assessment. The interlocal agreement will establish the range for the assessment and the RTC will set the per capita assessment as part of its annual budgeting process. The mechanism for collecting the per capita assessment will be determined by the RTC. Duval County's assessment will be proportionate to its membership.

Planning Support

The largest portion of resources needed for developing the regional plan will be provided by the NFTPO and partner agencies' provision of planning support. This is possible only because of the opportunity for the NFTPO to support development of the RTC plan by leveraging resources devoted to the LRTP update (estimated to cost \$1.5 million) which occurs every five years. Additional planning support may be provided through the per capita assessment. The RTC will also seek planning funds from state and federal sources.

Project-Based Funding

The RTC will also seek state and federal funding for project planning and development. Project-based assessments may be utilized to support regional project development, service operations and local match for grant funding. The RTC will pursue grant funding to advance regional priorities but will not compete against regional partners for existing funds.

SUNSET

In order to enter into Phase II, at a minimum, Duval, St. Johns, Nassau and Clay counties must adopt the regional plan and enact the proposed dedicated regional funding source(s). If this does not occur within five (5) years after the establishment of the RTC, the RTC will sunset. For purposes of the requirement to enact funding, if a referendum is needed for funding, placement of the referendum on the ballot must occur within the five-year period. The vote may occur after the five-year period.

PHASE II: ESTABLISH THE REGIONAL TRANSPORTATION ENTITY AND PROPOSED FUNDING TO IMPLEMENT THE MULTIMODAL RTC REGIONAL TRANSPORTATION PLAN

Phase II is the implementation of a multi-modal regional transportation plan with dedicated funding. Phase II will begin when at least Duval, St. Johns, Nassau and Clay counties approve the multimodal RTC regional transportation plan and enact the proposed funding source(s) to implement the plan.