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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

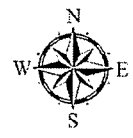
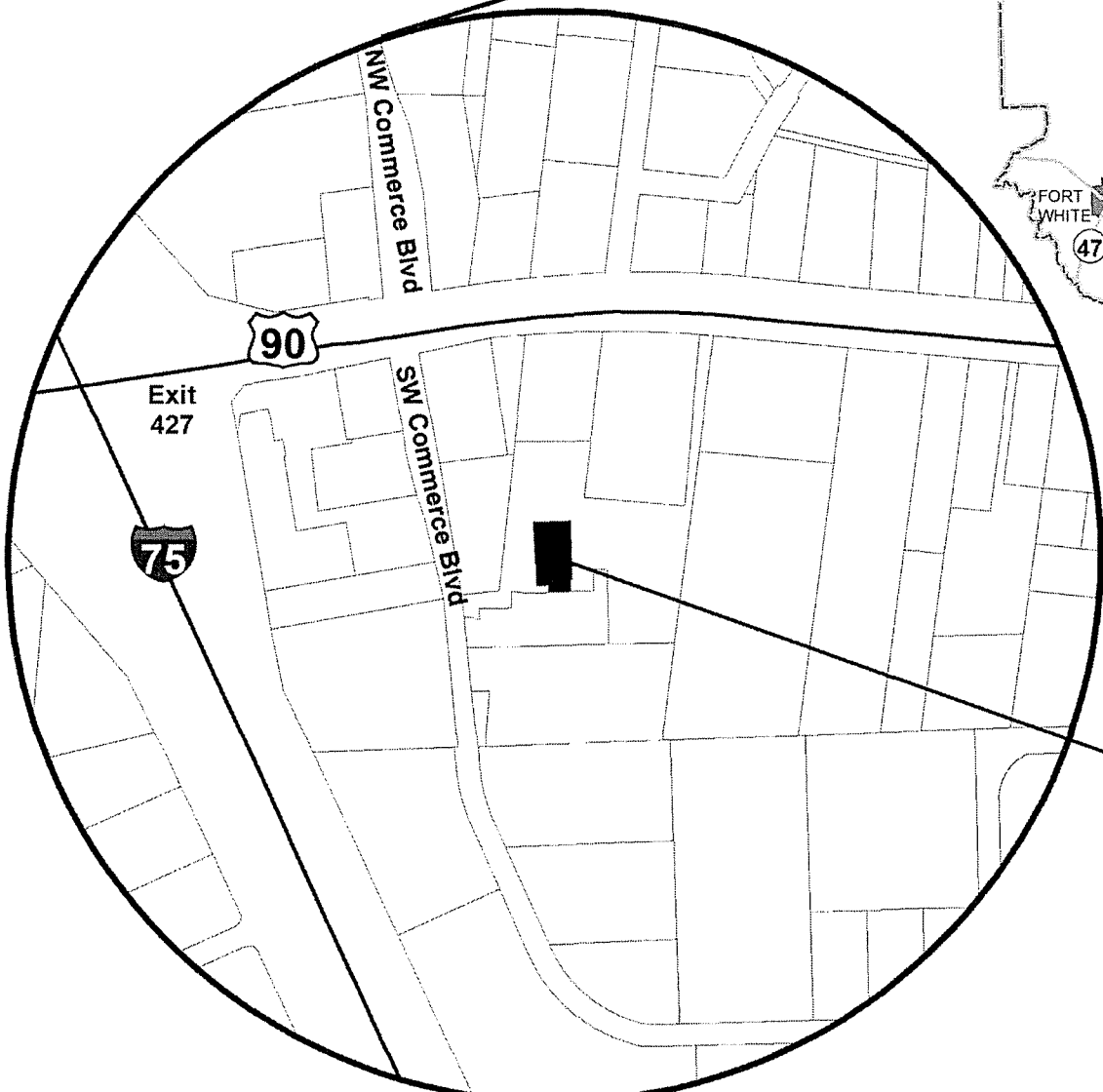
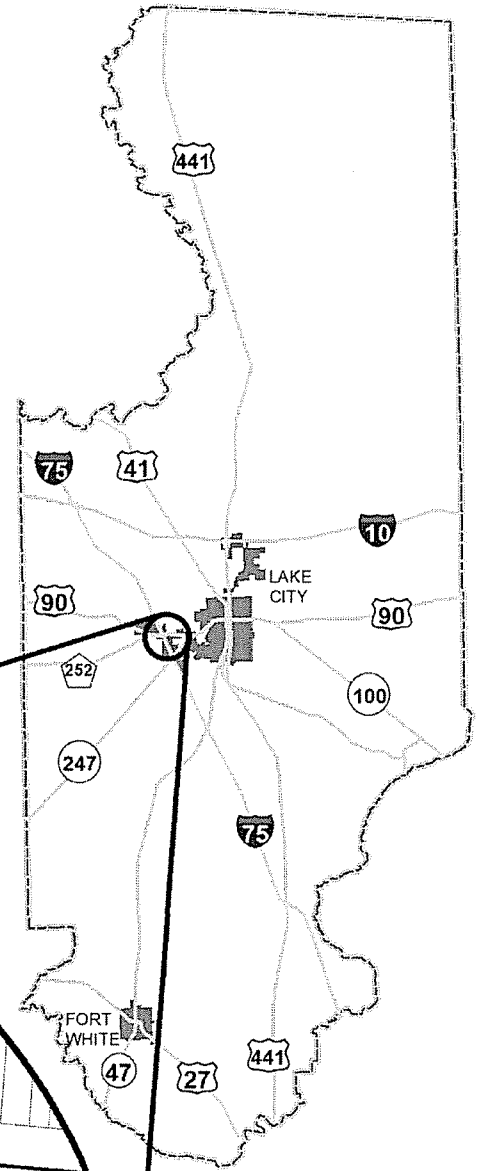
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **March 22, 2012**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(Location Map on Back)

Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

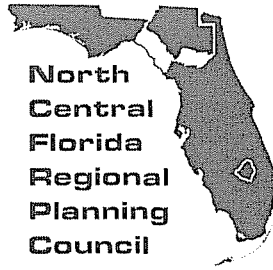
Directions: From the intersection of Interstate 75 and U.S. Highway 90 (exit 427) in the City of Lake City turn, East onto U.S. Highway 90, travel approximately 450 feet to SW Commerce Blvd, turn right (South) onto SW Commerce Blvd, travel approximately 720 feet and the Holiday Inn Hotel & Suites is on the left.



1 inch = 500 feet

Holiday Inn
Hotel & Suites





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2009 NW 67th Place, Gainesville, FL 32653 - 1603 • 352.955.2200

AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
 Lake City, Florida

March 22, 2012
 6:00 p.m.

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

CLEARINGHOUSE COMMITTEE

MINUTES

Holiday Inn Hotel & Suites
Lake City, Florida

February 23, 2012
6:00 p.m.

MEMBERS PRESENT

Donnie Hamlin
Sandra Haas, Chair (via telephone)
Thomas Hawkins, Vice-Chair
Carolyn Spooner
Steven Witt

MEMBERS ABSENT

Thomas Collett
Jason Holifield
Wesley Wainwright
Michael Williams

STAFF PRESENT

Steven Dopp

The meeting was called to order at 6:10 p.m. by Vice-Chair Hawkins. Mr. Dopp requested that the following item received by Council staff after the agenda and meeting packet were mailed to Committee members be added to the Committee agenda:

#50 - City of Alachua Comprehensive Plan Draft Amendment (DEO No. 12-2ESR)

ACTION: It was moved by Commissioner Hamlin and seconded by Commissioner Spooner to add item #50, City of Alachua Comprehensive Plan Draft Amendment (DEO No. 12-2ESR) to the agenda and to approve the agenda as amended. The motion carried unanimously.

I. APPROVAL OF THE JANUARY 26, 2012 MEETING MINUTES

ACTION: It was moved by Mayor Witt and seconded by Commissioner Spooner to approve the January 26, 2012 minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

#45 - City of Gainesville Comprehensive Plan Adopted Amendments (DEO No. 11-2ESR)

Mr. Dopp stated that the staff report finds the comprehensive plan as amended does not create significant adverse impacts to regional facilities, Natural Resources of Regional Significance or create significant adverse extrajurisdictional impacts.

ACTION: It was moved by Mayor Witt and seconded by Commissioner Hamlin to approve the staff report as circulated. The motion carried unanimously.

#46 - City of Newberry Comprehensive Plan Draft Amendments (DEO No. 12-1ESR)

Mr. Dopp stated that the staff report finds the comprehensive plan as amended does not create significant adverse impacts to regional facilities, Natural Resources of Regional Significance or create significant adverse extrajurisdictional impacts.

ACTION: It was moved by Commissioner Hamlin and seconded by Commissioner Spooner to approve the staff report as circulated. The motion carried unanimously.

#47 - City of Alachua Comprehensive Plan Adopted Amendments (DEO No. 12-1ESR)

Mr. Dopp stated that the staff report finds the comprehensive plan as amended does not create significant adverse impacts to Natural Resources of Regional Significance. He further stated that the staff report finds the comprehensive plan as amended may result in adverse impacts to the Regional Road Network, as well as adverse extrajurisdictional impacts.

ACTION: It was moved by Commissioner Spooner and seconded by Mayor Witt to approve the staff report as circulated. The motion carried unanimously.

#48 - Bradford County Comprehensive Plan Adopted Amendment (DEO No. 11-2ESR)

Mr. Dopp stated that the staff report finds the comprehensive plan as amended does not create significant adverse impacts to regional facilities, Natural Resources of Regional Significance or create significant adverse extrajurisdictional impacts.

ACTION: It was moved by Commissioner Hamlin and seconded by Mayor Witt to approve the staff report as circulated. The motion carried unanimously.

#50 - City of Alachua Comprehensive Plan Draft Amendment (DEO No. 12-2ESR).

Mr. Dopp stated that the staff report finds the comprehensive plan as amended does not create significant adverse impacts to Natural Resources of Regional Significance or create significant adverse extrajurisdictional impacts. He further stated that the staff report recommends forwarding a recommendation to the City to consider adding Transportation Best Practices included in the North Central Florida Strategic Regional Policy Plan to the City Comprehensive Plan to mitigate transportation impacts to the Regional Road Network.

ACTION: It was moved by Mayor Witt and seconded by Commissioner Spooner to approve the staff report as circulated. The motion carried unanimously.

The meeting adjourned at 6:24 p.m.

Sandra Haas, Chair

Date

COMMITTEE-LEVEL ITEMS

**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central Fl
Review Date: 3/22/12
Amendment Type: Draft Amendment

Regional Planning Council Item No. 52
Local Government: City of Hawthorne
Local Government Item No. 12-2
State Land Planning Agency Item No. 12-1ESR

Date Mailed to Local Government and State Land Planning Agency: 3/23/12 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENT

The amendment reclassifies 122.38 acres from Agriculture and Residential Low Density to Conservation on the Future Land Use Plan Map (see attached).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

The subject property is within 1/2 mile of State Road 20, which is part of the Regional Road Network as identified in the North Central Florida Strategic Regional Policy Plan. Nevertheless, significant adverse impacts to regional facility are not anticipated as the amendment results in a decrease in intensity of use. The subject property is not located within or near a Natural Resource of Regional Significance identified and mapped in the regional plan. Therefore, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance as a result of the amendment.

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

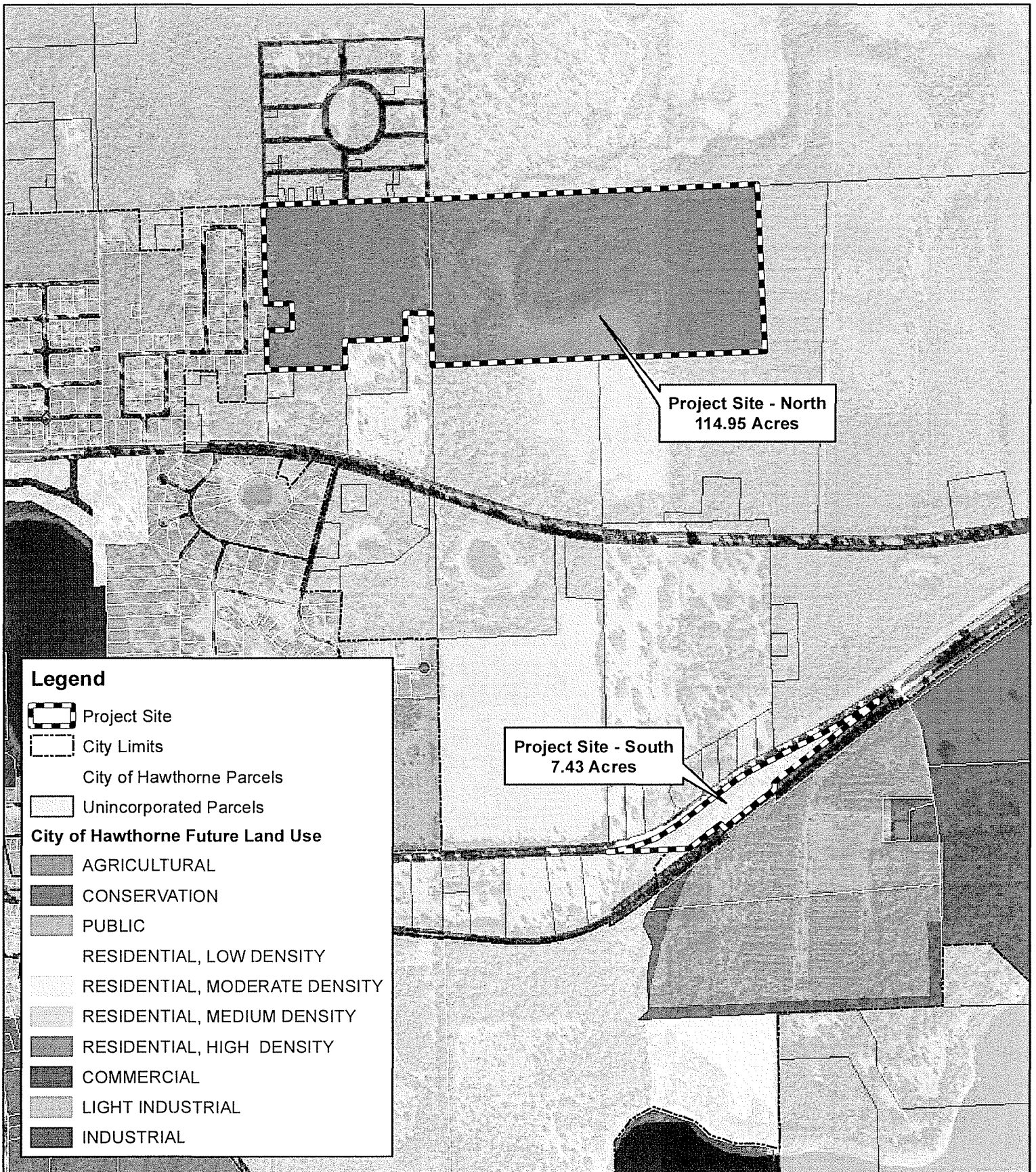
Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendment.

Request a copy of the adopted version of the amendment?















Yes No

Not Applicable

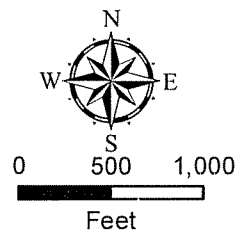
It is recommended that these findings be forwarded to the City and the Florida Department of Economic Opportunity.



Legend

-  Project Site
-  City Limits
-  City of Hawthorne Parcels
-  Unincorporated Parcels
- City of Hawthorne Future Land Use**
-  AGRICULTURAL
-  CONSERVATION
-  PUBLIC
-  RESIDENTIAL, LOW DENSITY
-  RESIDENTIAL, MODERATE DENSITY
-  RESIDENTIAL, MEDIUM DENSITY
-  RESIDENTIAL, HIGH DENSITY
-  COMMERCIAL
-  LIGHT INDUSTRIAL
-  INDUSTRIAL

CPA 12-2
Little Orange Creek Nature Preserve
Large Scale Comprehensive Plan Amendment
Existing Future Land Use Map



**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central FL
Review Date: 3/22/12
Amendment Type: Draft Amendments

Regional Planning Council Item No. 53
Local Government: Dixie County
Local Government Item Nos. CPA 12-01 &
CPA 12-02
State Land Planning Agency Item No. 12-1ESR

Date Mailed to Local Government and State Land Planning Agency: 3/23/12 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENT

County item CPA 12-01 reclassifies 10.08 acres from Environmentally Sensitive Moderate Density (up to 1 dwelling units per 5 acres) to Conservation on the Future Land Use Plan Map (see attached)

County item CPA 12-02 reclassifies 14.00 acres from Residential Moderate Density (up to 4 dwelling units per acre) and Environmentally Sensitive Moderate Density (up 1 dwelling unit per 5 acres) to Conservation on the Future Land Use Plan Map (see attached).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

Significant adverse impacts are not anticipated to occur to the Regional Road Network as a result of the amendments. Neither of the subject properties is located within one-half mile of a segment of the Regional Road Network. Furthermore, the amendments result in a decrease in the maximum allowable intensity of use.

The subject property of County item CPA 12-01 is located within the Suwannee River Corridor, a Natural Resource of Regional Significance as identified and mapped in the North Central Florida Strategic Regional Policy Plan. The subject property of County item CPA 12-02 is located within the Steinhatchee River Corridor, which is also identified and mapped in the regional plan as a Natural Resource of Regional Significance. Nevertheless, significant adverse impacts to these Natural Resources of Regional Significance are not anticipated to occur as the amendments result in a decrease in the maximum allowable intensity of use.

**2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE
COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION**

Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendments.

Request a copy of the adopted version of the amendment?

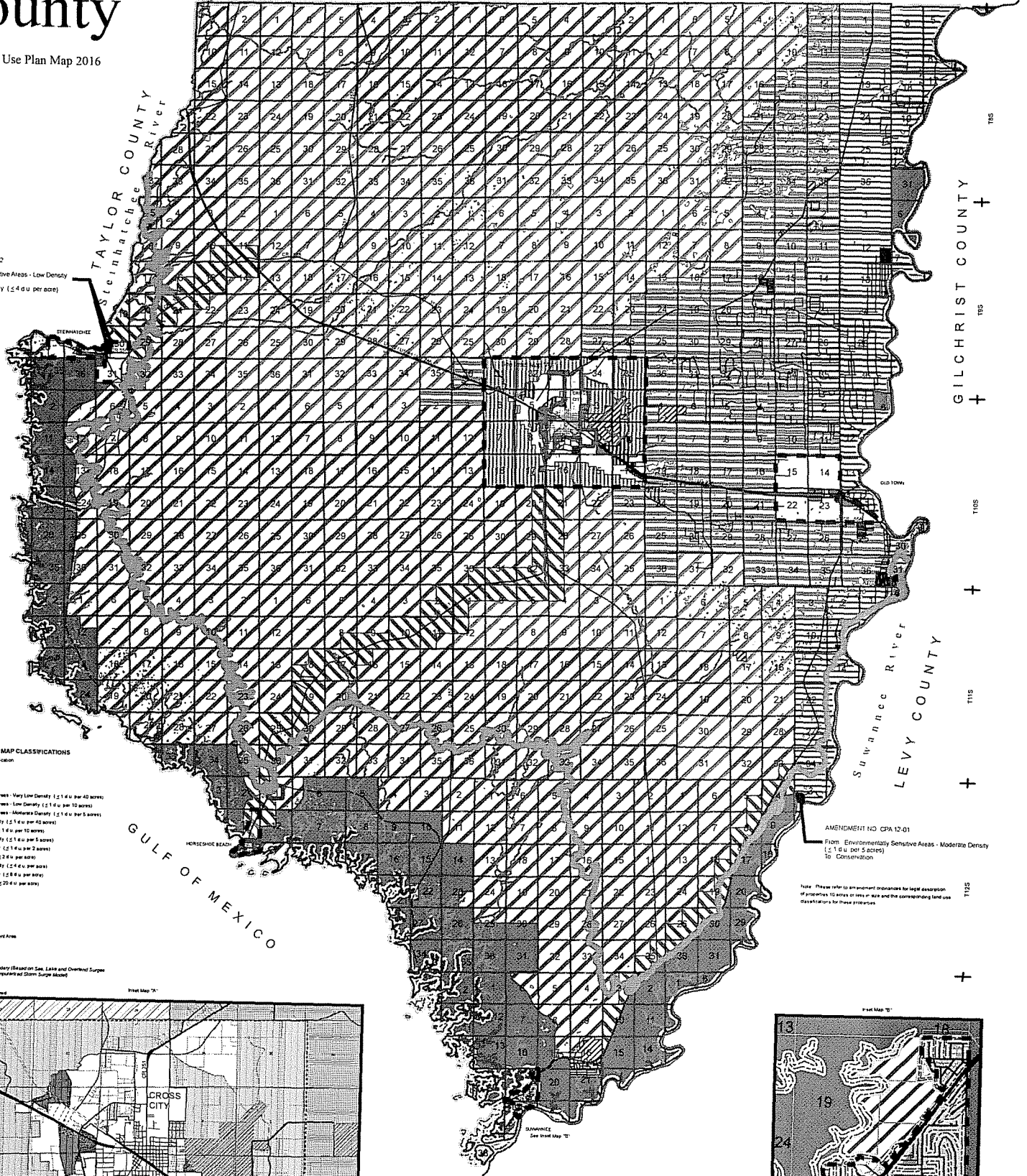
Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Not Applicable			<input type="checkbox"/>

It is recommended that these findings be forwarded to the County and the Florida Department of Economic Opportunity.

Dixie County

Future Land Use Plan Map 2016

R10E R11E R12E R13E R14E
LAFAYETTE COUNTY



AMENDMENT NO. CPA 12-02
From: Environmentally Sensitive Areas - Low Density
(≤ 1.0 u. per 10 acres) and
Residential - Moderate Density (≤ 4.0 u. per acre)
To: Conservation

FUTURE LAND USE PLAN CLASSIFICATIONS

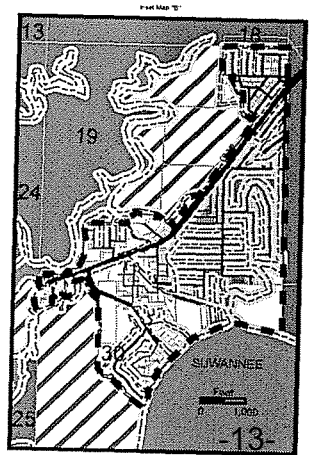
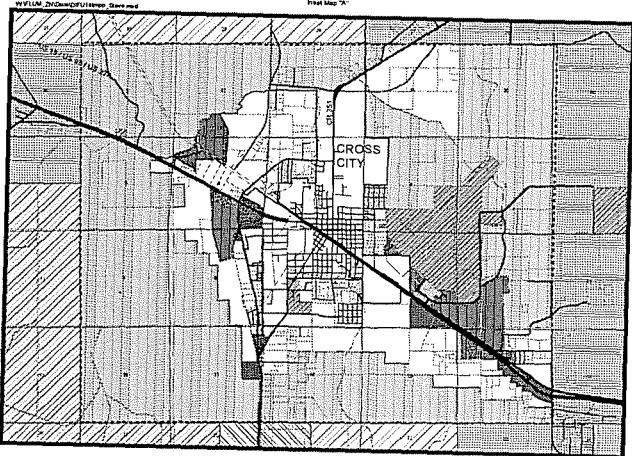
- No Future Land Use Classification
- Conservation
- Recreation
- Public
- Environmentally Sensitive Areas - Very Low Density (≤ 1.0 u. per 40 acres)
- Environmentally Sensitive Areas - Low Density (≤ 1.0 u. per 10 acres)
- Environmentally Sensitive Areas - Moderate Density (≤ 1.0 u. per 5 acres)
- Agriculture - Very Low Density (≤ 1.0 u. per 40 acres)
- Agriculture - Low Density (≤ 1.0 u. per 10 acres)
- Agriculture - Moderate Density (≤ 1.0 u. per 5 acres)
- Agriculture - Medium Density (≤ 1.0 u. per 2 acres)
- Residential - Low Density (≤ 2.0 u. per acre)
- Residential - Moderate Density (≤ 4.0 u. per acre)
- Residential - High Density (≤ 20.0 u. per acre)
- Commercial
- Industrial

OTHER MAP FEATURES

- County Boundary Line
- Incorporated Area
- Designated Urban Development Area
- Lakes
- River or Stream
- Coastal High and Low Water
- Category 1 Storm Surge Boundary (Based on Sea, Lake and Overland Surges from Hurricanes (SLOSH) Computerized Storm Surge Model)

AMENDMENT NO. CPA 12-01
From: Environmentally Sensitive Areas - Moderate Density
(≤ 1.0 u. per 5 acres)
To: Conservation

Note: These refer to an amendment ordinance for legal description of parcels 10 acres or less in size and the corresponding land use classification for these parcels.



ADOPTED ON MARCH 15, 1990 BY ORDINANCE NO. 90-02
AMENDED ON NOVEMBER 7, 1991 BY ORDINANCE NO. 91-05
AMENDED ON DECEMBER 7, 1993 BY ORDINANCE NO. 93-14
AMENDED ON NOVEMBER 7, 1998 BY ORDINANCE NO. 98-15
AMENDED ON NOVEMBER 7, 2000 BY ORDINANCE NO. 00-05
AMENDED ON FEBRUARY 1, 2001 BY ORDINANCE NO. 01-02
AMENDED ON AUGUST 18, 2005 BY ORDINANCE NO. 05-08
AMENDED ON NOVEMBER 16, 2009 BY ORDINANCE NO. 09-05
AMENDED ON SEPTEMBER 15, 2011 BY ORDINANCE NO. 11-05
TRANSMITTED TO THE DEPARTMENT OF ECONOMIC OPPORTUNITY
ON MARCH 1, 2015



**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central Fl
Review Date: 3/12/12
Amendment Type: Adopted Amendments

Regional Planning Council Item No. 54
Local Government: Columbia County
Local Government Item Nos. CPA 11-03 &
CPA 0205
State Land Planning Agency Item No. 11-2ESR

Date Mailed to Local Government and State Land Planning Agency: 3/23/12 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENTS

CPA 11-03 amends County Comprehensive Plan Future Land Use Element Policies I.1.6 and I.2.2 to revise the Mixed Use land use classification to allow for development with limitations in such districts if community water and wastewater facilities are not available at the time of development and to allow for development with limitations within stream-to-sink watersheds (see attached).

CPA 0205 reclassifies 300.00 acres from Agriculture-3 (up to 1 dwelling unit per 5 acres) to Mixed Use (see attached).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

County item CPA 11-03 allows development, with limitations, to occur in stream-to-sink watersheds. Several stream- to- sink watersheds located in the County as identified and mapped in the regional plan are Natural Resources of Regional Significance. Nevertheless, adverse impacts are not anticipated to Natural Resources of Regional Significance as a result of the amendment. The amendment contains language which prohibits intensive industrial development within stream to sink watersheds as well as language which states that post development water runoff rates do not exceed predevelopment conditions and that the water quality is not degraded. Therefore, significant adverse impacts to Natural Resources of Regional Significance are not anticipated as a result of the County item.

The subject property of County item CPA 0205 is not located within a Natural Resource of Regional Significance identified and mapped in the regional plan. Therefore, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance as a result of the County item. The subject property is located adjacent to U.S. Highway 41, which is part of the Regional Road Network as identified in the regional plan. A transportation impact analysis conducted by the County indicates the subject property may generate a maximum of 1,893 p.m. peak-hour trips per day, resulting in Level of Service F along the adjacent segment of U.S. Highway 41. Therefore, significant adverse impacts may occur to a segment of the Regional Road Network as a result of the County item.

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendments.

Request a copy of the adopted version of the amendments?

Yes _____	No _____
Not Applicable	___X___

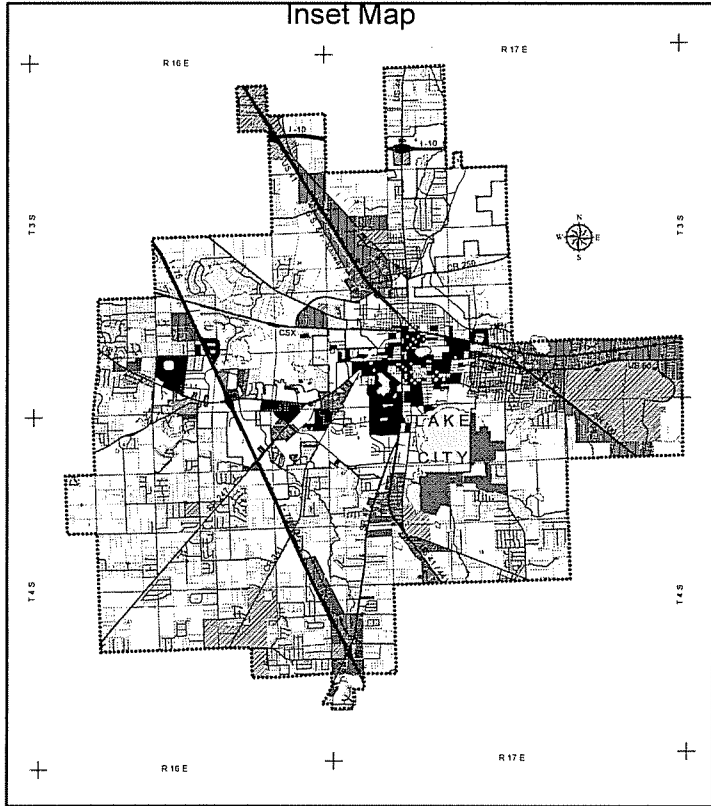
It is recommended that these findings be forwarded to the County and the Florida Department of Economic Opportunity.

EXCERPTS FROM COUNTY COMPREHENSIVE PLAN AMENDMENTS

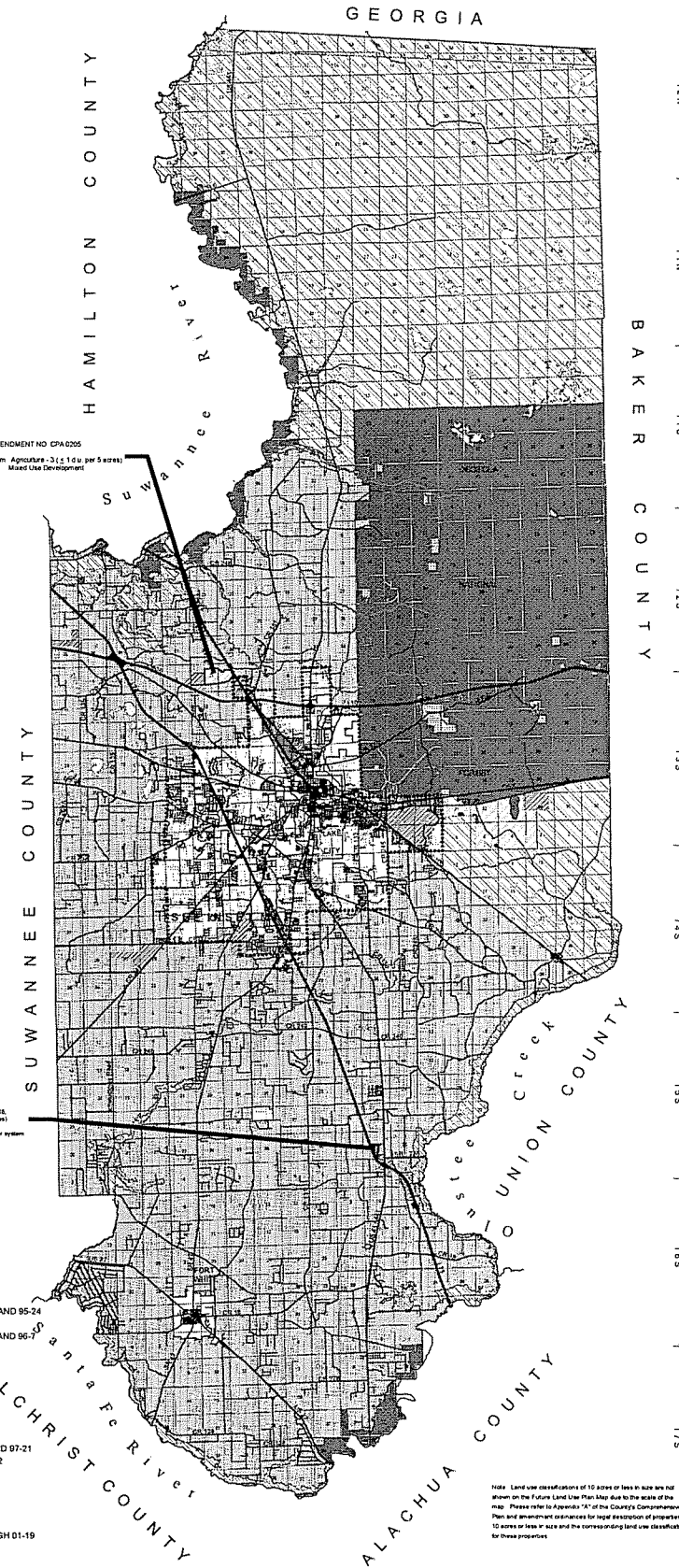
Columbia County

Future Land Use Plan Map 2023

R 15 E + R 16 E † R 17 E † R 18 E † R 19 E †



AMENDMENT NO CPA 0205
From Agriculture - 3 (≤ 1 d u per 5 acres)
To Mixed Use Development



The Future Land Use Plan Map Classification for the Region/Zone project Application No. CPA 0205, will be changed from Agriculture - 3 (≤ 1 d u per 5 acres) to highway interchange since the property has obtained access to a community potable water and sanitary sewer system.

FUTURE LAND USE PLAN MAP CLASSIFICATIONS

- Conservation
- Recreation
- Public
- Environmentally Sensitive Areas (≤ 1 d u per 10 acres)
- Agriculture - 1 (≤ 1 d u per 20 acres)
- Agriculture - 2 (≤ 1 d u per 10 acres)
- Agriculture - 3 (≤ 1 d u per 5 acres)
- Residential Very Low Density (≤ 1 d u per acre)
- Residential Low Density (≤ 2 d u per acre)
- Residential Moderate Density (≤ 4 d u per acre)
- Residential Medium Density (≤ 8 d u per acre)
- Residential Medium/High Density (≤ 14 d u per acre)
- Residential High Density (≤ 20 d u per acre)
- Commercial
- Highway interchange
- Industrial
- Light Industrial
- Mixed Use Development

OTHER MAP FEATURES

- County Boundary Line
- Incorporated Area
- Designated Urban Development Area
- Lake
- River or Stream
- Railroad

ADOPTED ON JUNE 13, 1991 BY ORDINANCE NO. 91-6
 AMENDED ON DECEMBER 16, 1993 BY ORDINANCE NO. 93-9
 AMENDED ON SEPTEMBER 7, 1995 BY ORDINANCE NO. 95-18
 AMENDED ON SEPTEMBER 21, 1995 BY ORDINANCE NOS. 95-22, 95-23 AND 95-24
 AMENDED ON OCTOBER 17, 1995 BY ORDINANCE NO. 95-28
 AMENDED ON JANUARY 16, 1996 BY ORDINANCE NOS. 96-4, 96-5, 96-6 AND 96-7
 AMENDED ON APRIL 4, 1996 BY ORDINANCE NO. 96-15
 AMENDED ON APRIL 18, 1996 BY ORDINANCE NO. 96-16
 AMENDED ON JUNE 20, 1996 BY ORDINANCE NOS. 96-19 AND 96-20
 AMENDED ON NOVEMBER 21, 1996 BY ORDINANCE NO. 96-39
 AMENDED ON DECEMBER 19, 1996 BY ORDINANCE NO. 96-40
 AMENDED ON FEBRUARY 6, 1997 BY ORDINANCE NO. 97-3
 AMENDED ON MAY 1, 1997 BY ORDINANCE NO. 97-11
 AMENDED ON MAY 1, 1997 BY ORDINANCE NO. 97-11
 AMENDED ON JUNE 5, 1997 BY ORDINANCE NOS. 97-18, 97-19, 97-20 AND 97-21
 AMENDED ON OCTOBER 30, 1997 BY ORDINANCE NOS. 97-17 AND 97-22
 AMENDED ON APRIL 2, 1998 BY ORDINANCE NO. 98-2
 AMENDED ON MAY 21, 1998 BY ORDINANCE NOS. 98-9 THROUGH 98-19
 AMENDED ON DECEMBER 17, 1998 BY ORDINANCE NO. 98-32
 AMENDED ON AUGUST 19, 1999 BY ORDINANCE NO. 99-23
 AMENDED ON JULY 19, 2001 BY ORDINANCE NOS. 01-10 AND 01-11
 AMENDED ON DECEMBER 20, 2001 BY ORDINANCE NOS. 01-17 THROUGH 01-19
 AMENDED ON JANUARY 17, 2002 BY ORDINANCE NOS. 01-16 AND 02-1
 AMENDED ON MARCH 20, 2003 BY ORDINANCE NO. 03-13
 AMENDED ON SEPTEMBER 15, 2005 BY ORDINANCE NO. 05-17
 AMENDED ON APRIL 19, 2007 BY ORDINANCE NOS. 07-4 AND 07-7
 AMENDED ON DECEMBER 20, 2007 BY ORDINANCE NO. 07-47
 AMENDED ON SEPTEMBER 9, 2009 BY ORDINANCE NO. 09-10
 AMENDED ON OCTOBER 19, 2009 BY ORDINANCE NOS. 09-11 AND 09-19
 AMENDED ON MARCH 18, 2010 BY ORDINANCE NO. 10-5
 AMENDED ON JUNE 3, 2010 BY ORDINANCE NOS. 07-17, 07-20 AND 08-39
 AMENDED ON MARCH 1, 2012 BY ORDINANCE NO. 11-12

Source: County Property Appraiser, 2010

Note: Land use classifications of 10 acres or less in size are not shown on the Future Land Use Plan Map due to the scale of the map. Please refer to Appendix "A" of the County Comprehensive Plan and Amendment Ordinance for legal description of properties 10 acres or less in size and the corresponding land use classifications for these properties.



Words **bolded and underlined** have been added.

Words ~~**bolded and struck through**~~ have been deleted.

I

FUTURE LAND USE ELEMENT

INTRODUCTION

This Future Land Use Element and Future Land Use Plan map and map series designate the future general distribution, location and extent of the uses of land within the unincorporated areas of the County. The purpose of this Future Land Use Element is to provide for the appropriate distribution of population densities and building and structural densities and intensities. The data collected for this plan element and analysis of this data, contained in the County's Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for the formulation of this portion of the Comprehensive Plan.

The following goal, objectives and policies provide for distribution of future land use, as well as guidance for such future land use. The focal point around which this Future Land Use Element is centered is the relationship between urban development areas and rural areas of the County, and the uses and intensity of such uses for each area. As the unincorporated areas of the County are primarily rural in character and use, there is an opportunity to provide appropriate direction for the future location and concentration of urban uses. The concentration of urban uses within the urban development areas of the County should enable both the public and private sectors to feasibly plan for the logical provision of needed public facilities and services to serve the residents of the County.

The following policies list uses for each of the land use classifications described in the Future Land Use Element. In addition to such uses, there are also uses listed as special exceptions.

A special exception is a use that would not be appropriate generally or without restrictions throughout the land use classification but, if controlled as to number, area, or location, would promote the public health, safety, welfare, morals, order comfort, convenience, appearance, prosperity or general welfare. Special exceptions, as all other development orders, shall only be issued in conjunction with a Certificate of Concurrency Compliance as provided within the Concurrency Management System found within this Comprehensive Plan.

Before any special exception shall be granted, the County shall make a specific finding that the granting of the special exception will not adversely affect the public health, safety and welfare. Before any special exception shall be granted, the County shall further make a determination that satisfactory provision and arrangement has been made concerning the following matters: (a) ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe; (b) offstreet parking and loading areas; (c) refuse and service areas; (d) utilities, with reference to locations, availability and compatibility; (e) screening and buffering with reference to type, dimensions and character; (f) signs, if any, and proposed exterior lighting; (g) required yards and other open space; (h) considerations relating to general compatibility with adjacent properties and natural resources; and (i) consistency with other plan objectives and policies, especially natural resource protection policies.

In addition, any special exception granted in agriculturally classified areas within the County shall be required to maintain a buffer between any agricultural use and the special exception. The purpose of the buffer is to protect agriculture land uses from the special exception. The buffer should function to:

1. Screen the special exception from the adjacent farming activities including, but not limited to, application of fertilizers, pesticides, noise, glare, odor, dust and smoke; and

Words **bolded and underlined** have been added.

Words ~~**bolded and struck through**~~ have been deleted.

2. Provide protection to the agricultural land use from intrusive activities of the special exception by limiting access to the adjacent agricultural land use.

Further, the negative impacts of the uses upon each other must be minimized by the buffer, such that the long term continuance of either use is not threatened by such impact. The buffer shall consist of a landscaped buffer and shall be designed, planted and maintained as to be 80 percent or more opaque between 2 and 6 feet above average ground level when viewed horizontally.

A masonry or wood opaque structure may be substituted for the landscaped buffer.

FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

GOAL I - IN RECOGNITION OF THE IMPORTANCE OF CONSERVING THE NATURAL RESOURCES AND ENHANCING THE QUALITY OF LIFE, THE COUNTY SHALL DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, THE LAND AND WATER RESOURCES, FISCAL ABILITIES AND SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

OBJECTIVES AND POLICIES

FOR URBAN DEVELOPMENT AREAS

Urban development areas are those areas designated by the North Central Florida Strategic Regional Policy Plan and shown on the County's Future Land Use Plan Map.

OBJECTIVE I.1 The County shall continue to direct future population growth and associated urban development to urban development areas as established within this Comprehensive Plan.

Policy I.1.1 The County's land development regulations shall limit the location of higher density residential and high intensity commercial and industrial uses to areas adjacent to arterial or collector roads where public facilities are available to support such higher density or intensity. In addition, the County shall enable private sub-regional centralized potable water and sanitary sewer systems to connect to public regional facilities, in accordance with the objective and policies for the urban and rural areas within this Future Land Use Element of the Comprehensive Plan.

Policy I.1.2 The County's Future Land Use Plan Map shall allocate amounts and mixes of land uses for residential, commercial, industrial, public and recreation to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may be provided to serve such urban land uses. Urban land uses shall be herein defined as residential, commercial and industrial land use categories.

Policy I.1.3 The County's Future Land Use Plan Map shall base the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan Map upon acreage which can be reasonable expected to develop by the year 2021.

Policy I.1.4 The County's land development regulations shall contain standards for the coordination and siting of proposed urban development near agricultural or forested areas, or environmentally sensitive areas (including but not limited to wetlands and floodplain areas) to avoid adverse impact upon existing land uses.

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Policy I.1.5 The County's land development regulations shall govern future urban development within designated urban development areas in conformance with the land topography and soil conditions, and within an area which is or will be served by public facilities and services.

Policy I.1.6 The County's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities within the designated urban development areas of the County. For the purpose of this policy and Comprehensive Plan, the phrase "other similar uses compatible with" shall mean land uses that can co-exist in relative proximity to other uses in a stable fashion over time such that no other uses within the same land use classification are negatively impacted directly or indirectly by the use.

Lands classified as public consist of public buildings and grounds and other public facilities, (including sewer facilities, solid waste facilities, drainage facilities and potable water facilities), public health facilities, and educational uses; and

Public uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio;

Lands classified as conservation use are lands devoted to the conservation of the unique natural functions within these lands; and

Conservation uses shall include public access, silviculture activities conducted in accordance with Policy V.2.16 and residential uses necessary to manage such conservation lands (i.e. ranger stations, research stations and park amenities).

Environmentally Sensitive Areas, which are lands within the areas of the 100-year flood, as designated by the Federal Emergency Management Agency, Flood Insurance Rate Map, dated January 6, 1988, and located in the Santa Fe River Corridor, Suwannee River Corridor, Olustee Creek Corridor and Ichetucknee Trace shall conform with the following density:

Environmentally Sensitive Areas \leq 1 d.u. per 10 acres

Lands classified as Environmentally Sensitive Areas may be used for agriculture, except intensive agriculture (the term intensive agriculture means those agricultural uses requiring an industrial waste permit from the Florida Department of Environmental Protection), silviculture conducted in accordance with Policy V.2.16 and dwelling units. In addition, home occupations, resource-based activities, such as campgrounds of less than 100 campsites and other similar uses compatible with Environmentally Sensitive Areas may be approved as special exceptions, provided that such campgrounds within Environmentally Sensitive Areas shall not be located within 5 miles from another campground located within an Environmentally Sensitive Area and not more than 20 percent of the natural vegetation on each campsite within such campgrounds shall be removed;

The County shall refer any applicant requiring County permits for agricultural uses or structures, within Environmentally Sensitive Areas, which may require the issuance of an industrial waste permit by the Florida Department of

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Environmental Protection, to the Florida Department of Environmental Protection for a determination whether an industrial waste permit is required for such agricultural uses or structures prior to issuance of such County permits;

Further, provided that within the Environmentally Sensitive Areas, dwelling units may be clustered on smaller lots with no lot being less than 5 acres, if the site is developed as a Planned Residential Development and a density of 1 dwelling unit per 10 acres is maintained on site as follows:

- (a) the development shall maintain 50 percent of the total land area as an undeveloped area;
- (b) the development shall be compact and contiguous and shall not be scattered throughout the development parcel. Building lots shall be located on the highest elevations on the site;
- (c) the development shall provide a minimum of a 200 foot buffer from adjacent properties, 75 foot undisturbed buffer from a perennial river, stream or creek and a minimum 50 foot setback from a lake, pond or wetland. This buffer may be a portion of the required undeveloped area;
- (d) the developed area shall be configured in such a manner as to permit continued agriculture and/or silviculture uses of the undeveloped area;
- (e) the developed area of the development, shall be located outside of (1) wetlands; (2) floodplains; (3) native upland vegetation; and (4) active agricultural areas, unless the entire development site consists of any or a combination of such areas. If the entire development site consists of any or a combination of such areas, the developed area shall be located in the least sensitive of such areas. Least sensitive areas shall be determined according to the order of priority of the above listing of such areas from most sensitive to least sensitive. In addition, if any developed area is located within any such sensitive areas, the development of such area shall be in accordance with Policies V.2.7 and V.2.8 and
- (f) All internal roads shall be so located in order to minimize the number of access points to external roadways.

Lands classified as recreation use consist of areas used for user-based and resource-based recreation uses. Recreation uses shall be limited to user-based and resource-based recreation uses; public access and residential and non-residential uses necessary to manage such recreation uses.

Residential use classifications provide locations for dwelling units at very low, low, moderate, medium and high density within the designated urban development areas as defined within this Comprehensive Plan. In addition, churches and other houses of worship, golf courses, country clubs, conference centers, racquet and tennis clubs, cemeteries and mausoleums, private clubs and lodges, home occupations, child care centers, commercial greenhouses and plant nurseries, and other similar uses compatible with residential uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.25 floor area ratio;

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Within the residential land use classifications, notwithstanding the density requirements listed below, any subdivision or Planned Residential Development developed with lots greater than 1 acre in size shall be limited to 25 such lots. Any lots created pursuant to Policies V.2.7 and V.2.8 shall not count towards this limit.

Residential very low density shall be limited to a density of less than or equal to 1.0 dwelling unit per acre;

Residential low density shall be limited to a density of less than or equal to 2.0 dwelling units per acre;

Residential moderate density shall be limited to a density of less than or equal to 4.0 dwelling units per acre;

Residential medium density shall be limited to a density of less than or equal to 8.0 dwelling units per acre;

Residential medium/high density shall be limited to a density of less than or equal to 14.0 dwelling units per acre;

Residential high density shall be limited to a density of less than or equal to 20.0 dwelling units per acre;

Lands classified as commercial use consist of areas used for the sale, rental and distribution of products, or performance of services, as well as public, charter and private elementary, middle and high schools. In addition, churches and other houses of worship, private clubs and lodges, and other similar uses compatible with commercial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.25 floor area ratio;

General Commercial uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio; and Highway interchange uses which shall be permitted within the urban and rural area of the County.

Commercial interchange uses shall be permitted within areas surrounding Interstates 75 and 10, which shall be limited to the following:

- (1) tourist oriented facilities, such as restaurants, automotive service stations, motels and campgrounds;
- (2) retail outlets;
- (3) truck stops ;
- (4) light manufacturing, assembling, processing, packaging or fabricating in completely enclosed building; and
- (5) facilities for the storage and distribution of foods and products including wholesale activity.

Highway interchange uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio; and

Lands classified as industrial consist of areas used for the manufacturing, assembly processing or storage of products. In addition, off site signs, truck stops and automobile service stations, and other similar uses compatible with

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industrial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio;

Industrial uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio.

Lands classified as light industrial consist of areas used for storage and warehousing, wholesaling and distribution, light manufacturing (assembling or fabricating) and processing in completely enclosed buildings, as well as public, charter and private schools teaching industrial arts curriculum. In addition, off site signs and other similar uses compatible with light industrial uses may be approved as special exceptions and be subject to an intensity of less than or equal to .25 floor area ratio.

Light Industrial uses shall be limited to an intensity of less than or equal to .25 floor area ratio.

The County shall prohibit the disposal of industrial, hazardous or toxic waste into septic tanks in accordance with Florida Statutes Ch. 381 within light industrial land use classifications.

The Mixed Use District land use category is appropriate within or immediately adjacent to the Designated Urban Development Area. Mixed Use Districts **unless otherwise provided herein** shall be in locations where **public or private** central water and wastewater facilities are available **or planned to be available** and **shall be** along arterial or collector roads where adequate capacity ~~and public facilities are available or planned to be~~ **is** available to meet the impacts of the proposed development as defined in the County Concurrency Management Program

The purpose of the Mixed Use District is to allow for development of an integrated mix of uses and to provide for the expansion of the County's economic base, while providing for affordable workforce housing opportunities in close proximity to places of employment.

A Mixed Use District shall be comprised of non-residential, residential and open space/conservation uses as follows:

USES	MINIMUM %	MAXIMUM %
Non-Residential	50	85
Residential	5	40
Open Space	10	

The minimum and maximum percentages identified above shall be based on gross acreage of any proposed mixed use district.

Non-Residential

Non residential uses within the Mixed Use Districts may include the following; Light or Heavy Industrial, General Commercial, Office, Public Facilities or Infrastructure. Within the non-residential component of the Mixed Use District, a minimum of 50 percent (50%) shall be industrial. Non-residential uses shall be limited to an intensity of no more than 0.25 Floor Area Ratio.

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Residential

Housing options may include single family detached and attached units to multi-family units. Residential density shall not exceed four dwelling units per acre based on gross acreage of the overall residential portion of any proposed Mixed Use District. The clustering of residential units and housing types is permitted and desired in order to maximize open space and to make efficient use of infrastructure as long as the overall gross density of four dwelling units per acre is not exceeded.

Open Space

Open space may include wetlands, upland buffers, passive recreational or landscape areas or linear open space, which may include such features as walkways, bike paths, plazas or other similar amenities. At least ten percent (10%) of the required open space shall be uplands. One-half of the required upland open space shall be useable for residents and employees of said development.

Development Standards

~~All development shall be required to be served by central water and wastewater services provided by a public or private entity.~~ **Central potable water and wastewater utilities can be provided by a public or private entity. Should central potable water and wastewater utilities not be available to the site at the time of a development permit being issued, then the development shall be limited to densities that prevent degradation of groundwater quality, as follows:**

- 1. Non-residential uses are limited to those as specifically listed as principal uses and structures within the Commercial General and Industrial, Light and Warehousing zoning districts as defined within the Land Development Regulations, and;**
- 2. Residential density does not exceed an overall gross density of two dwelling units per acre.**
- 3. The disposal of industrial, hazardous or toxic waste into septic tanks is prohibited in accordance with Chapter 381, Florida Statutes. Where the installation, use and proper maintenance of technologically advanced wastewater treatment or septic systems are shown to be effective in maintaining groundwater quality, higher intensities and densities may be permitted.**

The Mixed Use District land use shall not be allowed in areas identified as Environmentally Sensitive Area as defined in Policy 1.2.2 of this Comprehensive Plan, ~~or within stream to sink watersheds as defined in this Comprehensive Plan.~~ **Mixed Use Districts shall be allowed within stream to sink watersheds as defined within this Comprehensive Plan provided that the following standards are met:**

- 1. No intensive industrial development as defined in the Land Development Regulations shall be permitted within the stream to sink areas of the Mixed Use District;**

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2. **All development shall provide stormwater detention or retention and treatment for development consistent with Chapter 40B, Florida Administrative Code, in effect January 1, 2011; and**
3. **All development shall ensure that post-development water runoff rate does not exceed pre-development runoff rate and that water quality is not degraded.**

Properties depicted within this Comprehensive Plan (Illustration A-XII-a) are presumed to be located within a stream to sink watershed area. Such presumptions may be overcome by the greater weight of the evidence that, based upon site specific information, the property in question is not within a stream to sink watershed area.

All development shall have access to paved roads. All internal roads shall be paved to County standards. Primary ingress/egress from the development area to external roadways shall be required to be improved in accordance to County standards, and centralized in order to minimize the number of access points to external roadways.

All internal roads shall comply with Policy I.3.6 of this Comprehensive Plan.

Residential and non-residential portions of the development shall be linked internal to the development by streets, sidewalks, and in some cases by separate systems of pedestrian, bike and/or golf cart paths.

All development shall comply with all other applicable requirements of this Comprehensive Plan and the Land Development Regulations.

Policy I.1.7

The County shall require the location of public, private and charter school sites to be consistent with the following criteria.

1. The proposed school location shall be compatible with present and projected use of adjacent property;
2. Adequate public facilities and services are or will be available concurrent with the development of the school;
3. There are no significant environmental constraints that would preclude development of an educational facility on the site;
4. There will be no adverse impacts on archaeological or historic sites or structures listed on the State of Florida Historic Master Site File, which are located on the site;
5. The proposed location is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements;
6. The proposed site can accommodate the required parking and circulation of vehicles on the site; and
7. Where feasible, the proposed site is so located to allow for co-location with parks, libraries and community centers.

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- Policy I.1.8 The County shall require the development of public, private and charter school sites to be consistent with the following standards.
1. Middle and high schools shall be located on collector or arterial roadways, as functionally classified within the Comprehensive Plan, which have sufficient capacity to carry traffic to be generated by the school and are suitable for high volume traffic during evening and special events as determined by generally acceptable traffic engineering standards;
 2. The location, arrangement and lighting of play fields and playgrounds shall be located and buffered as may be necessary to minimize impacts to adjacent residential property; and
 3. All structural setbacks, building heights, and access requirements shall be governed by the County's land development regulations.

OBJECTIVES AND POLICIES FOR RURAL AREAS

Rural areas are those areas located outside the designated urban development areas shown on the County's Future Land Use Plan Map.

OBJECTIVE I.2 The County, shall maintain the rural character of rural areas by limiting development activity to those uses and densities which are identified within the following policies.

Policy I.2.1 The County's land development regulations shall permit agricultural, conservation, recreation and public uses, the processing, storage and sale of agricultural products, conventional single family dwellings, mobile homes, churches and other houses of worship, and uses requiring approval as special exceptions.

Policy I.2.2 The County's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities within the rural area of the County. For the purpose of this policy and Comprehensive Plan, the phrase "other similar uses compatible with" shall mean land uses that can co-exist in relative proximity to other uses in a stable fashion over time such that no other uses within the same land use classification are negatively impacted directly or indirectly by the use.

Agriculturally classified lands are lands, which are predominantly used for crop cultivation, livestock, specialty farms, silviculture activities conducted in accordance with Policy V.2.16 and dwelling units.

In addition, the processing, storage and sale of agricultural products and commodities which are not raised on the premises, livestock auction arenas, livestock and poultry slaughterhouses, sawmills, planing mills and other wood processing plants, agricultural equipment and related machinery sales, agricultural feed and grain packaging, blending, storage, and sales, agricultural fertilizer storage and sales, agricultural fairs and fairground activities, recreational activities such as racetracks, speedways, golf courses, country clubs, tennis and racquet clubs, golf and archery ranges, rifle, shotgun and pistol ranges, travel trailer parks or campgrounds (including day camps), and hunting or fishing

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camps, riding or boarding stables, drive-in theaters, commercial kennels, veterinary clinics and animal shelters, cemeteries and crematories, airplane landing fields, small engine repair (not to exceed 2,000 square feet), automotive repair (not to exceed 2,500 square feet) welding shop (not to exceed 2,500 square feet), home occupations, off site signs, bottled water plants, private clubs and lodges, flea markets; explosives (manufacturing or storage); biomedical waste storage or treatment facilities; intensive agriculture (only if located outside of a high groundwater aquifer recharge area as shown on Illustration A-XI) and other similar uses compatible with agriculture uses may be approved as special exceptions and be subject to an intensity of less than or equal to .25 floor area ratio.

The term intensive agriculture means those agricultural uses requiring an industrial waste permit from the Florida Department of Environmental Protection.

Upon adoption of this policy, no new intensive agricultural uses as defined above shall be conducted on any lands agriculturally classified without first obtaining a special exception for such activities. The County shall refer any applicant requiring County permits for agricultural uses or structures, which may require the issuance of an industrial waste permit by the Florida Department of Environmental Protection, to the Florida Department of Environmental Protection for a determination whether an industrial waste permit is required for such agricultural uses or structures prior to issuance of such County permits.

The following findings shall be made prior to granting such special exception:

1. That no part of the activity is to be conducted in areas of high groundwater aquifer recharge as shown on Illustration A-XI of this Comprehensive Plan;
2. That if a wastewater management system is required by any appropriate regulatory agency, the wastewater management system will be designed by the U.S. Soil Conservation Service or will be the equivalent of a system designed by the U.S. Soil Conservation Service by a licensed professional engineer;
3. That the facility will use available best management practices to reduce flies and other insects;
4. That the activity will not substantially impact the existing groundwater quality or the quality of high groundwater aquifer recharge areas; and
5. That other factors the County may consider relevant and appropriate to the public health and safety will be met by the facility.

Agricultural density shall be as provided in the following land use classifications:

Agriculture - 1 ≤ 1 d.u. per 20 acres

Agriculture - 2 ≤ 1 d.u. per 10 acres

Agriculture - 3 ≤ 1 d.u. per 5 acres

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Within the Agriculture - 3 land use classification, any development which contains up to 25 lots may either be developed as a subdivision with a minimum lot size of 5 acres or as a Planned Rural Residential Development with clustered lots where no lot shall be less than 1 acre and an overall density of 1 dwelling unit per 5 acres shall be maintained on site. Within the Agriculture -3 land use classification, any development which contains more than 25 lots shall be developed as a Planned Rural Residential Development with clustered lots where no lot shall be less than 1 acre and an overall density of 1 dwelling unit per 5 acres shall be maintained on site. All Planned Rural Residential Developments shall be developed as follows:

- (a) The development shall maintain 80 percent of the development as undeveloped area. In addition, the number of lots shall not exceed 49.
- (b) The development shall be compact and contiguous and shall not be scattered throughout the development parcel.
- (c) The development shall provide a minimum of a 200 foot undisturbed buffer from adjacent properties and a minimum 50 foot setback from a lake, pond or wetland. This buffer area may be a portion of the required undeveloped area;
- (d) The developed area shall be configured in such a manner as to permit continued agriculture and/or silviculture uses of the undeveloped area;
- (e) The developed area of the development, shall be located outside of (1) wetlands; (2) floodplains; (3) native upland vegetation; and (4) active agricultural areas, unless the entire development site consists of any or a combination of such areas. If the entire development site consists of any or a combination of such areas, the developed area shall be located in the least sensitive of such areas. Least sensitive areas shall be determined according to the order of priority of the above listing of such areas from most sensitive to least sensitive. In addition, if any developed area is located within any such sensitive areas, the development of such area shall be in accordance with Policies V.2.7 and V.2.8,
- (f) The development shall have direct access to a paved road;
- (g) All internal roads shall be so located in order to minimize the number of access points to external roadways; and
- (h) The developed area within the development shall provide a buffer to minimize the negative impacts of the uses within the developed area and uses within the undeveloped area upon each other, such that, the long term continuance of uses in either area is not threatened by such impact. The buffer shall consist of a landscaped buffer and shall be designed, planted and maintained as to be 80 percent or more opaque between 2 and 6 feet above average ground level when viewed horizontally. A masonry or wood opaque structure may be substituted for the landscaped buffer.

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Undeveloped area means areas within a Planned Rural Residential Development, as required by this Comprehensive Plan, designed and intended for agricultural uses, (not to include intensive agricultural, uses the term intensive agriculture means those agricultural uses requiring an industrial waste permit from the Florida Department of Environmental Protection); silviculture uses conducted in accordance with Policy V.2.16 and conservation uses. It is not the intent that such undeveloped area be established perpetually. Therefore, at some future time, the Comprehensive Plan may be amended to allow other uses to occur within the undeveloped area.

Within the Agriculture - 3 land use classification, subdivisions and Planned Rural Residential Developments shall be subject to the following:

- (1) have direct access to a paved road;
- (2) located within 1 mile of existing school bus routes;
- (3) located within 12-15 minute response time for fire protection;
- (4) located within 12-15 minute response time for emergency medical services; and
- (5) located within 5 miles of existing neighborhood commercial use.

Roads within all subdivisions and Planned Rural Residential Developments shall comply with the provisions of Policy I.3.6.

Lands classified as public consist of public buildings and grounds and other public facilities, (including sewer facilities, solid waste facilities, drainage facilities and potable water facilities), public health facilities, and educational uses; and

Public uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio.

Lands classified as conservation use are lands devoted to the conservation of the unique natural functions within these lands; and

Conservation uses shall include public access, silviculture activities conducted in accordance with Policy V.2.16, and residential uses necessary to manage such conservation lands (i.e. ranger stations, research stations and park amenities).

Lands classified as environmentally sensitive are areas which are considered in need of special planning and treatment regarding land development regulation;

Lands classified as Environmentally Sensitive Areas are not preservation areas, or conservation areas, but are lands capable of making a significant contribution to the economy of the County. Agriculture and silviculture activities, conducted in accordance with Policy V.2.16, are uses which contribute significantly to the County economy and shall be permitted. Land uses permitted within lands classified as Environmentally Sensitive Areas may be required to provide mitigating measures to protect the natural functions of these areas;

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Environmentally Sensitive Areas, which are lands within the areas of the 100-year flood, as designated by the Federal Emergency Management Agency, Flood Insurance Rate Map, dated January 6, 1988, and located in the Santa Fe River Corridor, Suwannee River Corridor, Olustee Creek Corridor and Ichetucknee Trace shall conform with the following density:

Environmentally Sensitive Areas ≤ 1 d.u. per 10 acres.

Lands classified as Environmentally Sensitive Areas may be used for agriculture, except intensive agriculture, (the term intensive agriculture means those agricultural uses requiring an industrial waste permit from the Florida Department of Environmental Protection), silviculture conducted in accordance with Policy V.2.16 and dwelling units. In addition, home occupations, resource-based activities, such as campgrounds of less than 100 campsites and other similar uses compatible with Environmentally Sensitive Areas may be approved as special exceptions, provided that such campgrounds within Environmentally Sensitive Areas shall not be located within 5 miles from another campground located within an Environmentally Sensitive Area and not more than 20 percent of the natural vegetation on each campsite within such campgrounds shall be removed;

The County shall refer any applicant requiring County permits for agricultural uses or structures, within Environmentally Sensitive Areas, which may require the issuance of an industrial waste permit by the Florida Department of Environmental Protection, to the Florida Department of Environmental Protection for a determination whether an industrial waste permit is required for such agricultural uses or structures prior to issuance of such County permits;

Further, provided that within the Environmentally Sensitive Areas, dwelling units may be clustered on smaller lots with no lot being less than 5 acres, if the site is developed as a Planned Residential Development and a density of 1 dwelling unit per 10 acres is maintained on site as follows:

- (a) The development shall maintain 50 percent of the total land area as an undeveloped area;
- (b) The development shall be compact and contiguous and shall not be scattered throughout the development parcel. Building lots shall be located on the highest elevations on the site;
- (c) The development shall provide a minimum of a 200 foot buffer from adjacent properties, 75 foot undisturbed buffer from a perennial river, stream or creek and a minimum 50 foot setback from a lake, pond or wetland. This buffer may be a portion of the required undeveloped area;
- (d) The developed area shall be configured in such a manner as to permit continued agriculture and/or silviculture uses of the undeveloped area;
- (e) The developed area of the development, shall be located outside of (1) wetlands; (2) floodplains; (3) native upland vegetation; and (4) active agricultural areas, unless the entire development site consists of any or a combination of such areas. If the entire development site consists of any or a combination of such areas, the developed area shall be located in the

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least sensitive of such areas. Least sensitive areas shall be determined according to the order of priority of the above listing of such areas from most sensitive to least sensitive. In addition, if any developed area is located within any such sensitive areas, the development of such area shall be in accordance with floodplain and wetland policies contained within the Conservation Element of the Comprehensive Plan; and V.2.8 and

- (f) All internal roads shall be so located in order to minimize the number of access points to external roadways.

Lands classified as recreation use consist of areas used for user-based and resource-based recreation uses. Recreation uses shall be limited to user-based and resource-based recreation uses; public access and residential and non-residential uses necessary to manage such recreation uses.

Highway interchange uses which shall be permitted within the urban and rural area of the County. Commercial interchange uses shall be permitted within areas surrounding Interstates 75 and 10, which shall be limited to the following:

- (1) tourist oriented facilities, such as restaurants, automotive service stations, motels and campgrounds;
- (2) retail outlets; (3) truck stops;
- (4) light manufacturing, assembling, processing, packaging or fabricating in completely enclosed building; and
- (5) facilities for the storage and distribution of foods and products including wholesale activity.

Highway interchange uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio; and

All structures within the above stated use categories will be further restricted to a height limitation of 35 feet.

The property located in the Northwest quadrant of the intersection between Interstate 10 (State Road 8) and Interstate 75 (State Road 93) containing approximately 254.19 acres legally described in Ordinance 2007-19 is designated Highway Interchange subject to the following use limitations and performance criteria:

- (1) Uses will be consistent with the provision of a warehouse and distribution facility, intended to service regional demand, along with limited support uses.
- (2) Wastewater treatment facilities shall be provided at the developer's expense to treat wastewater to advance wastewater treatment standards as defined by the applicable Florida Department of Environmental Protection regulations.
- (3) Best Management Practices, as required by the Water Management District, will be required for any development design, including but not

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limited to preservation of predevelopment water quality and quantity discharges from the site, preservation of jurisdictional wetlands, minimization of impacts from development upon stream to sink watersheds, and preservation of groundwater resources.

- (4) Prior to issuance of local development order, the development shall meet the requirements of the County’s concurrency management system as provided for in the Comprehensive Plan and Land Development Regulations. In addition, prior to issuance of development certifications, including Certificate of Occupancy, all necessary roadway improvements for accessing the site at the level of development proposed will be completed to the standards required to support the level, type, and volume of traffic at the applicable level of service.

The Mixed Use District land use category is appropriate within or immediately adjacent to the Designated Urban Development Area. Mixed Use Districts **unless otherwise provided herein** shall be in locations where **public or private** central water and wastewater facilities are available **or planned to be available** and **shall be** along arterial or collector roads where adequate capacity ~~**and public facilities are available or planned to be**~~ **is** available to meet the impacts of the proposed development as defined in the County Concurrency Management Program

The purpose of the Mixed Use District is to allow for development of an integrated mix of uses and to provide for the expansion of the County’s economic base, while providing for affordable workforce housing opportunities in close proximity to places of employment.

A Mixed Use District shall be comprised of non-residential, residential and open space/conservation uses as follows:

USES	MINIMUM %	MAXIMUM %
Non-Residential	50	85
Residential	5	40
Open Space	10	

The minimum and maximum percentages identified above shall be based on gross acreage of any proposed mixed use district.

Non-Residential

Non residential uses within the Mixed Use Districts may include the following; Light or Heavy Industrial, General Commercial, Office, Public Facilities or Infrastructure. Within the non-residential component of the Mixed Use District, a minimum of 50 percent (50%) shall be industrial. Non-residential uses shall be limited to an intensity of no more than 0.25 Floor Area Ratio.

Residential

Housing options may include single family detached and attached units to multi-family units. Residential density shall not exceed four dwelling units per acre based on gross acreage of the overall residential portion of any proposed Mixed

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Use District. The clustering of residential units and housing types is permitted and desired in order to maximize open space and to make efficient use of infrastructure as long as the overall gross density of four dwelling units per acre is not exceeded.

Open Space

Open space may include wetlands, upland buffers, passive recreational or landscape areas or linear open space, which may include such features as walkways, bike paths, plazas or other similar amenities. At least ten percent (10%) of the required open space shall be uplands. One-half of the required upland open space shall be useable for residents and employees of said development.

Development Standards

~~All development shall be required to be served by central water and wastewater services provided by a public or private entity.~~ **Central potable water and wastewater utilities can be provided by a public or private entity. Should central potable water and wastewater utilities not be available to the site at the time of a development permit being issued, then the development shall be limited to densities that prevent degradation of groundwater quality, as follows;**

1. **Non-residential uses are limited to those as specifically listed as principal uses and structures within the Commercial General and Industrial, Light and Warehousing zoning districts as defined within the Land Development Regulations, and;**
2. **Residential density does not exceed an overall gross density of two dwelling units per acre.**
3. **The disposal of industrial, hazardous or toxic waste into septic tanks is prohibited in accordance with Chapter 381, Florida Statutes.**

Where the installation, use and proper maintenance of technologically advanced wastewater treatment or septic systems are shown to be effective in maintaining groundwater quality, higher intensities and densities may be permitted.

The Mixed Use District land use shall not be allowed in areas identified as Environmentally Sensitive Area as defined in Policy 1.2.2 of this Comprehensive Plan, ~~or within stream to sink watersheds as defined in this Comprehensive Plan.~~ **Mixed Use Districts shall be allowed within stream to sink watersheds as defined within this Comprehensive Plan provided that the following standards are met;**

1. **No intensive industrial development as defined in the Land Development Regulations shall be permitted within the stream to sink areas of the Mixed Use District;**
2. **All development shall provide stormwater detention or retention and treatment for development consistent with Chapter 40B, Florida Administrative Code, in effect on January 1, 2011, and**

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3. All development shall ensure that post-development water runoff rate does not exceed pre-development runoff rate and that water quality is not degraded.

Properties depicted within this Comprehensive Plan (Illustration A-XII-a) are presumed to be located within a stream to sink watershed area. Such presumptions may be overcome by the greater weight of the evidence that, based upon site specific information, the property in question is not within a stream to sink watershed area.

All development shall have access to paved roads. All internal roads shall be paved to County standards. Primary ingress/egress from the development area to external roadways shall be required to be improved in accordance to County standards, and centralized in order to minimize the number of access points to external roadways.

All internal roads shall comply with Policy I.3.6 of this Comprehensive Plan.

Residential and non-residential portions of the development shall be linked internal to the development by streets, sidewalks, and in some cases by separate systems of pedestrian, bike and/or golf cart paths.

All development shall comply with all other applicable requirements of this Comprehensive Plan and the Land Development Regulations.

Policy I.2.3

The County shall allow the use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child or grandchild of the person who conveyed the parcel to said individual, notwithstanding the density or intensity of use assigned to the parcel in the Comprehensive Plan. Such a provision shall apply only once to any individual.

Policy I.2.4

The property known as Hurricane Bay containing approximately 2,593 acres legally described in Ordinance 2007-33 is assigned the future land use designation of Mixed Use District and Conservation. The Hurricane Bay development shall be limited by the availability of adequate public facilities at adopted level of service and subject to the special conditions and development standards set forth below.

The maximum square footage of all development on this parcel shall not exceed 8,000,000 square feet of industrial uses, 100,000 square feet of commercial/retail uses, and 300 residential units. Approximately 190 acres shall be placed in the Conservation land use category within the boundaries of the Hurricane Bay project. Approximately 2,400 acres shall be designated Mixed Use District. Any proposed changes to increase the allowed density and intensities of development of the property shall be subject to the provisions of Chapter 163, Florida Statutes, regarding large scale amendments to comprehensive plans.

An initial phase (Phase 1) of development consisting of no more than 3,000,000 square feet of industrial uses and 10,000 square feet of commercial retail uses shall be allowed. Phase 1 sets forth the maximum amount of development allowed thru 2014.

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A minimum of ten percent (10%) of the residential units shall be affordable to households earning between eighty percent (80%) and one hundred twenty (120%) of the median income for the County for a family of four as established from time to time by the U.S. Department of Housing and Urban Development.

Potable water and wastewater utilities will be provided by a centralized, community or regional level water and sewage system capable of serving all proposed uses within the parcel at the time of development. Potable water will be provided by the City. Wastewater will be provided by a public or private entity.

Industrial, commercial and residential uses and/or development will be prohibited within all preserved wetlands and wetland buffers as established by the applicable environmental permits. An upland buffer of 35 feet shall be provided in accordance with Comprehensive Plan Policy 5.2.4.

Notification of Proximity to the Osceola National Forest shall be provided by the developer to all property owners within the development identified in Ordinance 2007-33. This notice will put all property owners on notice that the Osceola National Forest is in close proximity and that there are certain practices such as prescribed fires which may from time to time result in smoke impacting the development areas of the Hurricane Bay development.

Policy I.2.5

The property known as Roger/Feagle, Application No. CPA 0168, lying within Section 34, Township 5 South, Range 17 East, containing approximately 52.67 acres, more or less, as legally described in Ordinance No. 2007-17, and Ordinance No. 2011-18, and being more particularly described, as follows: The Northeast ¼ of the Southwest ¼ and the Southeast ¼ of the Southwest ¼ of said Section 34, lying East of Interstate 75 (State Road 93) and the West 195.61 feet of Northeast ¼ of the Southeast ¼ of said Section 34, is changed from Agriculture-3 (less than or equal to 1 dwelling unit per 5 acres) to Highway Interchange subject to the following conditions. Until the site is served by central sanitary sewer service at the County's adopted level of service standards, the maximum development potential for the entire amendment site shall be 20,000 square feet of building area if a septic tank for that amount of development can be permitted by the Florida Department of Health. In addition, prior to issuance of a local development order, the development shall meet the requirements of the County's Concurrency Management System, as provided for in the Comprehensive Plan and Land Development Regulations not to exceed the level of service for the road segment as established within the Comprehensive Plan and Land Development Regulations.

**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central Fl
Review Date: 3/22/12
Amendment Type: Adopted Amendments

Regional Planning Council Item No. 55
Local Government: Live Oak
Local Government Item Nos. CPA 11-1 &
CPA 11-2
State Land Planning Agency Item No. 11-1ESR

Date Mailed to Local Government and State Land Planning Agency: 3/23/12 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENTS

The amendment package consists of the following City Comprehensive Plan amendments which implement recommendations contained in the 2010 City Evaluation and Appraisal Report.

CPA 11-1 amends the text of the City Comprehensive Plan Future Land Use Element in its entirety (see attached).

CPA 11-2 amends the City Comprehensive Plan Future Land Use Plan Map by reclassifying 1.85 acres from County Residential (up to 1 dwelling unit per acre) to Residential Moderate Density (up to 4.356 dwelling units per acre), 1.04 acres from County Commercial and 0.96 acre from County Residential (up to 1 dwelling unit per acre) to Residential High Density; 0.99 acre from County Commercial to Commercial; 18.74 acres from County Residential (up to 1 dwelling unit per acre) to Residential Low Density (up to 2.178 dwelling units per acre); 5.84 acres from County Residential (up to 1 dwelling unit per acre) to Public; 0.35 acre from County Residential (up to 1 dwelling unit per acre) to Residential Moderate Density (up to 4.356 dwelling units per acre); 0.42 acre from County Residential (up to 1 dwelling unit per acre) to Residential Moderate Density; 6.65 acres from County Commercial to Commercial; 46.27 acres from County Commercial to Commercial; 7.50 acres from County Commercial to Commercial; 43.22 acres from County Industrial to Industrial; 35.28 acres from County Residential (up to 1 dwelling unit per acre) to Residential Very Low Density (up to 1 dwelling unit per acre); 16.73 acres from County Agriculture (up to 1 dwelling unit per 2 acres) to Residential Very Low Density (up to 1 dwelling unit per acre); 0.27 acre from County Commercial to Commercial; 27.70 acres from County Agriculture-2 (up to 1 dwelling unit per 2 acres) to Residential Very Low Density (up to 1 dwelling unit per acre); 12.67 acres from County Residential-1 (up to 1 dwelling unit per acre) to Residential Very Low Density (up to 1 dwelling unit per acre); 11.53 acres from County Commercial to Commercial; 44.47 acres from County Residential-1 (up to 1 dwelling unit per acre) to Residential Very Low Density (up to 1 dwelling unit per acre); 0.35 acre from County Commercial to Commercial; 4.00 acres from County Commercial to Commercial; 22.03 acres from County Commercial to Commercial; and 1.52 acres from County Commercial to Commercial (see attached).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

The City is located within an Area of High Recharge Potential to the Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the regional plan. Nevertheless, significant adverse impacts are not anticipated to occur to this Natural Resource of Regional Significance as a result of the amendments as the City Comprehensive Plan contains goals and policies which mitigate impacts to the Floridan Aquifer.

Significant adverse impacts to regional facilities are not anticipated to occur as a result of City item CPA 11-1. However, impacts to regional facilities cannot be determined for City item CPA 11-2 as the submittal package provided to the Council does not contain an analysis of impacts to public facilities.

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

Adverse extrajurisdictional impacts are not anticipated to occur as a result of City item CPA 11-1. However extrajurisdictional impacts as a result of City item CPA 11-2 cannot be determined as the submittal package provided to the Council does not contain an analysis of impacts to public facilities.

Request a copy of the adopted version of the amendment?

Yes _____	No _____
Not Applicable	___X___

It is recommended that these findings be forwarded to the City and the Florida Department of Economic Opportunity.

EXCERPTS FROM CITY COMPREHENSIVE PLAN AMENDMENTS

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I

FUTURE LAND USE ELEMENT

INTRODUCTION

This Future Land Use Element, ~~and the~~ Future Land Use Plan Map and map series, designates the future general distribution, location and extent of the uses of land within the incorporated areas of the City. The purpose of this Future Land Use Element and associated maps is to provide for the appropriate distribution of population densities and building and structural densities and intensities. The data collected for this plan element and its analysis, contained in the City's Data and Analysis document, are not part of this plan element, but do provide a basis for its formulation.

The following goal, objectives and policies provide for the distribution of future land uses, as well as, guidance for such future land uses. The focal point around which this Future Land Use Element is centered is the City as a designated urban development area, and the uses and density of such uses within this designated area.

FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

GOAL I – IN RECOGNITION OF THE IMPORTANCE OF ENHANCING THE QUALITY OF LIFE IN THE CITY, DIRECT DEVELOPMENT, FOR BOTH THE FIVE-YEAR AND TEN-YEAR PLANNING PERIODS, TO THOSE AREAS WHICH HAVE IN PLACE OR HAVE AGREEMENTS TO PROVIDE SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER, AND TO MAKE PROVISIONS FOR THIS GROWTH WITH APPROPRIATE QUANTITIES OF ASSOCIATED DESIGNATED FUTURE LAND USES, LOCATED IN APPROPRIATE SECTORS AND AREAS, WHICH SERVE TO ACHIEVE COMPATIBILITY AND CONSISTENCY FOR THE COMMUNITY.

OBJECTIVE I.1 The City shall continue to make available, ~~or~~ schedule for availability, ~~or~~ coordinate with private development for privately funded infrastructure improvements, the public facilities for future growth and urban development, as development occurs, in order to provide for urban densities and intensities within the City.

Policy I.1.1 The City shall limit the location of a new, isolated land use classification and associated zoning district, for medium and large scale multi-family residential, high density residential, high intensity medium and large scale non-residential, commercial and industrial land uses and zonings shall be directed to areas parcels which contain the required frontage on, or are identified as being in transitional areas with access to, Level 2 or 3 local, adjacent to arterial or collector roads, as identified in the Transportation Plan Element and/or also on the Future Traffic Circulation Map; and where public utilities and facilities are available, or will be constructed in

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coordination with said development, to support such uses higher density or intensity. Certain road segments, including existing or proposed by-pass or perimeter roads, shall also have assigned overlay corridor standards, as implemented by the Land Development Regulations, which apply specifically to those segments.

Policy I.1.2

The City of Live Oak shall adopt the following land use classifications on the Future Land Use Plan Map, and the City's Land Development Regulations shall be based on and be consistent with the land use classifications and corresponding standards for densities and intensities.

Where a lot, parcel or development is located on the Future Land Use Plan Map, within more than one classification category, each portion of that lot, parcel or development shall be subject to the corresponding standards for densities and intensities applicable to the classification in which it is located. Proposed developments on such lots or parcels, which cannot be contained within a single land use classification shall, prior to plan submittal, first propose and petition to conclusion for an amendment to the Future Land Use Plan Map, for one appropriate classification to be assigned to the entire development area.

No future amendment to the Future Land Use Plan Map can be considered, if the result if adopted, will result in the creation of an isolated island, spot, district, classification, or enclave of differing land use, unrelated to those within the classification/district boundaries adjacent, surrounding or nearby to the subject property, unless it is found, subject to additional criteria as found herein, that the proposed land use is consistent and compatible with existing land uses, and existing and expected development on or of adjacent properties, and said differing land use will not create a potential negative impact on current use and future development of those properties.

I.1.2.1: CONSERVATION

Lands classified as conservation use are land devoted to the conservation of the unique natural functions within these lands.

Conservation uses shall be limited to public access, native vegetative community restoration, and residential and non-residential uses necessary to manage such conservation lands (i.e., ranger stations, research stations, etc. and park amenities).

Where Conservation facilities and uses are proposed, Development shall be limited to an intensity of less than or equal to 0.10 floor area ratio and 0.20 overall impervious lot coverage.

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I.1.2.2: RECREATION AND OPEN SPACE

Lands classified as Recreation and Open Space consist of parcels of land, which are publically owned or operated, which serve as recreation and/or open-space facilities for public access and use. Uses may include both active and passive recreation facilities. Passive recreation areas shall be unimproved green and open space, and left in a natural state, where appropriate.

Where active Recreation facilities and uses are proposed, development ~~they~~ shall be limited to an intensity of less than or equal to 0.530 floor area ratio and 0.50 overall impervious lot coverage.

I.1.2.3: PUBLIC

Lands classified as Public use consist of areas or facilities that serve the general public, or which are governmentally owned, except for educational uses. These areas or facilities include government buildings, offices, and government facilities including utilities, public grounds, airports, cemeteries, and similar public uses ~~and all educational facilities.~~ The siting of new public or governmentally owned areas or facilities shall require a land use change to this category, and the appropriate associated zoning districts of Public 1, 2 or 3.

Where Public facilities and uses are proposed, development uses shall be limited to: an intensity of less than or equal to 34.0 floor area ratio in Public 1 Zoning, which will be applied for those areas within or abutting the Central Downtown Land Use Classification; and in Public 2 and 3 Zonings, an intensity of less than or equal to 2.0 floor area ratio and 0.80 overall impervious lot coverage.

I.1.2.4: AGRICULTURE

Agriculturally classified lands are lands which are predominately used for crop cultivation, ~~specialty farms,~~ silviculture, and dwelling units. The raising of livestock animals in the agriculture ~~district~~ classification shall be limited to a density of one animal per acre of the more common North American equine or bovine species. Slaughterhouses, milking barns, feedlots, chicken houses and holding pens, and the raising of goats, hogs, and poultry shall be prohibited. No animal shall be housed in any structure or feed lot within 4300 feet of any lot line. In addition, other uses compatible with agricultural uses, as provided for in the Land Development Regulations, may be approved as special exceptions.

Where non-residential, Agricultural facilities and uses are proposed, development uses shall be limited to an intensity of less than or equal to

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0.20 ~~1.0~~ floor area ratio and 0.30 overall impervious lot coverage. Floor area ratio and overall impervious lot coverage for single-family development in this Classification shall be as found in the Land Development Regulations.

Agricultural density shall be limited to less than or equal to one dwelling unit per ~~40~~ 5 acres.

I.1.2.5: RESIDENTIAL

Residential land use is currently classified in area as follows:

Very Low

Low

Moderate

Medium

High

Residential use classifications provide locations for conventional, unconventional, and/or mobile home dwelling units, on the following Future Land Use Plan Map classifications: very low, low, moderate, medium, and high density within the City, as defined within this Comprehensive Plan, and the associated Residential Zoning Districts as defined in the Land Development Regulations. In addition, other compatible uses, as provided for in the Land Development Regulations, may be approved as special exceptions, ~~and are limited to an intensity of less than or equal to 1.0 floor area ratio.~~

Proposed Planned Residential Development zonings shall first have the necessary residential land use classification in place which will accommodate the proposed density of the development.

Residential very low density shall be limited to a density of less than or equal to 1.0 dwelling unit per acre.

Residential low density shall be limited to a density of less than or equal to 2.1780 dwelling units per acre (20,000 square foot lot size).

Residential moderate density shall be limited to a density of less than or equal to 4.3560 dwelling units per acre (10,000 square foot lot size).

Residential medium density shall be limited to a density of less than or equal to 8.0 dwelling units per acre.

Residential high density shall be limited to a density of less than or equal to 20.0 dwelling units per acre.

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Floor area ratio and overall impervious lot coverage in RSF, RSFU and RSF/MH for single-family and duplex development, on a single parcel / lot of record, shall be as found in the Land Development Regulations.

Where non-residential facilities and uses are proposed within the RSF and RSF/MH Zoning Districts, which are permitted by right, or which have been approved by method of a Special Exception, development shall be limited to an intensity of less than or equal to 0.30 floor area ratio for very-low and low density, and 0.40 floor area ratio for moderate, medium and high density; and 0.50 overall impervious lot coverage for very-low and low density, and 0.60 overall impervious lot coverage for moderate, medium and high density.

Where multi-family facilities and uses are proposed within the RMF-1 and RMF-2 Zoning Districts, development shall be limited to an intensity of less than or equal to 2.0 floor area ratio in Medium Density areas and 3.0 floor area ratio in High Density areas; and 0.70 overall impervious lot coverage for both Medium and High Density areas.

The medium and high density residential land use classifications may also provide potential locations for professional and business office activities, when zoned Residential-Office Zoning; and the medium and high density residential land use classifications for or Office-Institutional Zoning, with an intensity of less than or equal to 1.0 floor area ratio. Proposed amendments to medium or high density residential for ~~professional and business office activities, and/or amendments to a Residential-Office or Office-Institutional Zoning,~~ in a medium or high density residential classification, shall be limited to parcels which contain the required frontage on either front a designated redevelopment overlay office corridor area, as defined in the Land Development Regulations,; or parcels which contain required frontage on, or are identified as being in transitional areas with access to, Level 2 or 3 local, arterial or collector roads, as identified in the Transportation Plan Element and/or also on the Future Traffic Circulation Map; and where public utilities and facilities are available, or will be constructed in coordination with said development, to support such higher density or intensity; which front an arterial or collector street, as identified on the Future Traffic Circulation Map, and only in areas which will not infringe on, or change the character of, established residential neighborhoods, especially those of historical significance, and only when the proposed zoning change is found by the Governing Authority to be consistent and compatible with all other applicable elements, sections and criteria of the Comprehensive Plan and Land Development Regulations.

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Floor area ratio and overall impervious lot coverage in RO and OI for various uses shall be as found in the Land Development Regulations.

I.1.2.6: COMMERCIAL

Lands classified as Commercial provide for areas used for the sale, rental, and distribution of products or performance of services, as defined within the associated zoning districts found in the Land Development Regulations. In addition, other compatible uses, as provided for in the Land Development Regulations, may be approved as special exceptions.

Where Commercial facilities and uses are proposed, development shall be limited to an intensity of less than or equal to 1.0 floor area ratio and 0.80 overall impervious lot coverage, except as provided for in the Central Downtown District section, as provided for herein.

I.1.2.7: COMMERCIAL MIXED

Lands classified as Commercial Mixed provide for a mix of Commercial, Service, Office, and Residential related uses, as defined within the associated zoning districts found in the Land Development Regulations. In addition, other compatible uses, as provided for in the Land Development Regulations, may be approved as special exceptions.

Where Commercial Mixed facilities and uses are proposed, development shall be limited to an intensity of less than or equal to 3.0 floor area ratio and 0.80 overall impervious lot coverage. The maximum percent of floor area of the development on a parcel with this classification shall be limited to no more than 50% as a residential component, but may be up to 100% commercial. The residential portion shall be limited to a density of: for single-story developments, less than or equal to 30.0 dwelling units per acre; and multi-story developments, less than or equal to 60.0 dwelling units per acre.

I.1.2.78: CENTRAL DOWNTOWN

Lands classified as Central Downtown provide for a mix of Commercial, Service, Office, and Residential related uses, as defined within the associated zoning districts found in the Land Development Regulations. In addition, other compatible uses, as provided for in the Land Development Regulations, may be approved as special exceptions.

Uses in the Central Downtown District, as allowed for in the Land Development Regulations, shall be limited to an intensity of less than or equal to 3.0 floor area ratio and a height limitation of three stories.

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Where Commercial Downtown facilities and uses are proposed, development shall be limited to a height limitation of three stories, and an intensity of less than or equal to 3.0 floor area ratio. The maximum percent of floor area of the development on a parcel with this classification shall be limited to no more than 80% as a residential component, but may be up to 100% commercial. The residential portion shall be limited to a density of: for single-story developments, less than or equal to 30.0 dwelling units per acre; and multi-story developments, less than or equal to 60.0 dwelling units per acre. Areas devoted to uses other than a primary building, such as parking lots, shall be governed in overall impervious lot coverage according to the standards for landscaping as found in the Land Development Regulations.

The boundaries of the Central Downtown ~~District~~ classification are as described on the Future Land Use Plan Map, herein in order to assign, protect and preserve an important contributing classification/district for the City. ~~Theis~~ associated Zoning District for this land use shall be delineated on the City's Official Zoning Atlas as the Central Downtown ~~District (CDD) and/or the Commercial Central Business District (C-CBD).~~ Subsequent expansions to this district, when deemed appropriate and approved by the Governing Body through the established map amendment processes, shall be amended to be described herein as text ~~during the next scheduled Evaluation and Appraisal Report.~~ Proposed contractions of this classification or district, or map amendments within the boundaries, shall only be considered if the result will not create an isolated island or enclave of differing land use or zoning within the classification/district. The only land use which is deemed to be compatible and allowable within the boundaries of this classification are: Public, Stormwater and Recreation and Open Space. ~~require an amendment to the text of the Plan, as well as map amendments. The boundaries of the Central Downtown District shall be described and classified as follows: Commence at the center of the intersection of Houston Avenue and Conner Street and proceed in a southeasterly direction along the centerline of Conner Street to a point approximately 265 feet east of the center of the intersection of Union Avenue and Howard Street, also known as U.S. 90; then proceed 90 degrees southwest, along a parcel line, to the centerline of Howard Street, also known as U.S. 90; then proceed southeasterly along the centerline of Howard Street, also known as U.S. 90, to the center of the intersection of Howard Street and White Avenue; then proceed southwesterly along the centerline of White Avenue to the center of the intersection of White Avenue and Court Street; then proceed northwesterly along the centerline of Court Street to the center of the intersection of Court Street and Dowling Avenue; then proceed southwesterly along the centerline of Dowling Avenue to a point approximately 454 feet south of the center of the intersection of Court Street and Dowling Avenue; then proceed 90 degrees northwest, along a~~

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~~parcel line, to a point approximately 182 feet west of the centerline of Dowling Avenue; then proceed 90 degrees southwest, along a parcel line, to the centerline of Piedmont Street; then proceed northwesterly along the centerline of Piedmont Street to the center of the intersection of Piedmont Street and Ohio Avenue/Dr. Martin Luther King, Jr. Avenue, also known as U.S. 129; then proceed southwest along the centerline of Ohio Avenue/Dr. Martin Luther King, Jr. Avenue, also known as U.S. 129 to the center of the intersection of Ohio Avenue/Dr. Martin Luther King, Jr. Avenue, also known as U.S. 129, and Parshley Street; then proceed northwesterly along the centerline of Parshley Street to the center of the intersection of Parshley Street and Pine Avenue; then proceed northeasterly along the centerline of Pine Avenue and Wilbur Street; then proceed northwesterly along the centerline of Wilbur Street to the center of the intersection of Wilbur Street and Church Avenue; then proceed northeasterly along the centerline of Church Avenue to a point approximately 33 feet north of the center of the intersection of Wilbur Street and Church Avenue; then proceed 90 degrees northwest to a point approximately 194 feet west of the centerline of Church Avenue; then proceed 90 degrees northeast to a point approximately 141 feet being a point approximately 200 feet east of the centerline of Houston Avenue; then proceed 90 degrees northwest to the centerline of Houston Avenue approximately 200 feet; then proceed northeasterly along the centerline of Houston Avenue to the Point of Beginning being the center of the intersection of Houston Avenue and Conner Street, less and except A parcel of land lying within Section 23, Township 2 South, Range 13 East, Suwannee County, Florida. Being more particularly described, as follows: Lot 22, Block I, City of Live Oak as recorded in the Public Records of Suwannee County, Florida, less the North 30.00 feet thereof.~~

I.1.2.89: INDUSTRIAL

Lands classified as Industrial provide for areas used for the manufacturing, assembly, processing or storage of products, as well as, other uses as provided for in the Land Development Regulations, which serve the industrial related business and employees thereof. In addition, other compatible uses, as provided for in the Land Development Regulations, may be approved as special exceptions.

Where Industrial facilities and uses are proposed, development shall be limited to an intensity of less than or equal to 12.0 floor area ratio; and 0.80 overall impervious lot coverage.

I.1.2.10: EDUCATIONAL

Lands classified as Educational provide for all governmental uses and facilities as defined and governed by Title XLVIII of the Florida Statutes

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(K-20 Education Code), including also parcels utilized for technical and agricultural training and instruction, as well as athletic facilities.

Proposed amendments to classify all existing educational facilities on the Future Land Use Plan Map shall be adopted no later than May 31, 2012.

Once review and comments of potential sites for new educational facilities has been completed by the City, and the proposed site(s) found to be otherwise consistent with the Comprehensive Plan, the siting of new Educational uses and facilities shall require a land use change to this classification and the appropriate associated zoning district(s), which the City shall initiate on behalf of the School Board, with such amendments exempted from application fees levied by the City for said amendments.

Where Educational facilities and uses are proposed, development shall be as required by the education code, state requirements for educational facilities, the Florida Building Code, and when not in conflict with these, the Land Development Regulations.

I.1.2.11: STORMWATER

Lands classified as Stormwater provide for all governmentally owned and maintained uses and facilities utilized to retain, detain or naturally treat stormwater and runoff.

A proposed land use map amendment from Stormwater to another classification shall only be considered when certified engineering studies, documents and plans are prepared, submitted and approved which demonstrate that alternative methods and facilities are in place to serve the stormwater needs for the subject area in question.

Policy I.1.3

The City's Future Land Use Map shall continue to allocate appropriate amounts and types of land uses for: Conservation, Recreation and Open Space, Public, Agriculture, Residential, Commercial, Commercial Mixed, Central Downtown, Industrial, Educational ~~public~~ and Stormwater ~~recreation~~ to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may will be provided to serve such urban land uses. (~~Urban land uses shall be herein defined as residential, commercial and industrial land use categories~~).

Policy I.1.4

The City shall continue to base the designation of: Public, Residential, Commercial, Commercial Mixed, Central Downtown, Educational and Industrial lands depicted on the Future Land Use Plan Map upon acreage which can be reasonably expected to develop in both the 5-year and 10-year planning periods ~~by the year 2017.~~

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Policy I.1.5

The City shall continue to provide for a ~~neighborhood e~~Commercial - Neighborhood Zoning district to provide small scale retail and service establishments, as provided for in the Land Development Regulations, either as permitted uses, or those granted by method of a Special Exception, which will serve the convenience needs of adjacent areas. ~~Neighborhood Development on and/or rezoning to a e~~Commercial - Neighborhood Zoning district activities ~~are is not shown on the Future Land Use Plan Map; rather, these commercial activities should be accommodated throughout the City as market forces determine the need according~~ subject to the following criteria:

1. ~~Neighborhood commercial activities are intended to be oriented to and compatible with the area to be served. Such activities shall include retail commercial outlets for the sale of food, hardware or drugs, and service establishments such as barber or beauty shops, shoe repair shops, and self-service laundries or dry cleaners, as well as public, charter and private elementary, middle and high schools. In addition, automotive service stations, child care centers and financial institutions and similar compatible neighborhood commercial uses may be allowed as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio; Shall be considered in Medium and High Density Residential land use classifications, only in areas which will not infringe on, or change the character of, established residential neighborhoods; and shall be considered in Agriculture, Commercial and Industrial classifications, as deemed appropriate by the Governing Body; and~~
2. ~~Neighborhood commercial activities s~~Shall be located on parcels which contain required frontage on, or are identified as being in transitional areas with access to, Level 2 or 3: local, arterial or collector roads, as identified in the Transportation Plan Element and/or also on the Future Traffic Circulation Map, and only where public facilities and utilities are available or will be constructed in coordination with said development, to support such higher density or intensity; and
3. ~~Floor~~ The parcel area for any proposed rezoning to Commercial, Neighborhood each individual outlet or establishment shall not be less than 21,780 square feet, nor exceed 5,000 1.5 acres square feet; and
4. Sale, display, preparation and storage shall be conducted completely within an enclosed building ~~and no more than 20 percent of the floor area shall be devoted to storage.; and~~

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5. ~~Neighborhood commercial~~ Where Neighborhood, Commercial facilities and uses are proposed, development shall be limited to an intensity of less than or equal to 0.40 floor area ratio and 0.60 overall impervious lot coverage, regardless of land use classification.

Policy I.1.6

The City shall require the siting location of public, private and charter school sites to be consistent with the following criteria:

1. The proposed school location shall be compatible with present and projected use of adjacent property;
2. ~~Adequate p~~Public facilities and services to serve the needs of the development are, or will be available concurrent with the development of the school;
3. There are no significant environmental constraints that would preclude development of an educational facility on the site;
4. There will be no adverse impacts on archaeological or historic sites or structures listed on the State of Florida Historic Master Site File, which are located on the site;
5. The proposed location is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements;
6. The proposed site can accommodate the required parking and circulation of vehicles on and to/from of the site; ~~and~~
7. Where feasible the proposed site is so located to allow for co-location with parks, libraries and community centers; and
8. The proposed school siting location shall be assigned a future land use classification of Educational, and the associated zoning district for educational uses, as provided for herein and in the Land Development Regulations.

Policy I.1.7

The City shall require the development of public, private and charter school sites to be consistent with the following standards:

1. ~~Middle and high s~~Schools on parcels one or more acres in area shall be located on parcels which contain required frontage on, or are identified as being in transitional areas with access to, Level 2 or 3 local, arterial or collector roads, as identified in the

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Transportation Plan Element and/or also on the Future Traffic Circulation Map,

~~shall be located on collector or arterial roadways (as functionally classified within this comprehensive plan),~~ which have sufficient capacity to carry traffic to be generated by the school and are suitable for high volume traffic during evening and special events as determined by generally acceptable traffic engineering standards;

2. The location, arrangement and lighting of all play fields and play-grounds shall be located and buffered as ~~may be necessary~~ required in the Land Development Regulations to minimize impacts to adjacent surrounding residential properties; and
3. All structural setbacks, building heights, and access requirements shall be governed by the City's Land Development Regulations.
4. Public facilities and services to serve the needs of the development are available or will be constructed in coordination with said development, to support such higher density or intensity.

OBJECTIVE I.2

The City shall continue to regulate the location of land development consistent with topography and soil condition and the availability of facilities and services.

Policy I.2.1

The City's Land Development Regulations shall ~~govern~~ restrict development with criteria which serves to control ~~within unsuitable areas due to flooding, improper drainage, and negative traffic impacts, while giving consideration to unsuitable areas such as steep slopes, rock formations and adverse earth formations, by~~ with the application of the following design standards for arrangement of development:

1. Streets shall be related appropriately to the topography. All streets shall be arranged so as to obtain as many as possible building sites at or above the grades of the streets. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided.
2. Local streets shall be laid out ~~to discourage use by through traffic,~~ to permit efficient drainage and utility systems and to require the ~~minimum~~ appropriate number of streets necessary to provide convenient and safe access to property, while also providing for connectivity to the adjacent road network.

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3. The rigid rectangular gridiron street pattern with interconnectivity to multiple roads is deemed the most safe, efficient and desirable layout for residential areas ~~need not necessarily be adhered to, and the use of curvilinear streets, cul-de-sacs or U-shaped streets shall be encouraged where such use will result in a more desirable layout.~~
4. Proposed streets, commercial driveways and parking lot areas shall be extended to the boundary lines of the tract to be subdivided or developed, to provide interconnectivity with existing or future abutting development. ~~unless prevented by topography or other physical conditions, or unless, in the opinion of the City Council, such extension is not necessary or desirable for the coordination of the layout or the most advantageous future development of adjacent tracts.~~

OBJECTIVE I.3 The City shall require that all proposed development be approved only where the public facilities meet or exceed the adopted level of service standard.

Policy I.3.1 The City shall maintain procedures for the review of proposed developments to determine its impact on level of service standards for public facilities. Building permits shall be issued only when the necessary facilities and services are in place in accordance with the Concurrency Management System found within this Comprehensive Plan.

OBJECTIVE I.4 The City shall continue to maintain innovative Land Development Regulations. Said Land Development Regulations shall continue to contain specific and detailed provisions to manage future growth and development, in order to implement the Comprehensive Plan, which shall contain at a minimum the following provisions:

~~OBJECTIVE I.4~~

Policy I.4.1

The City shall continue to maintain ~~innovative~~ Land Development Regulations which shall include provisions for Planned Residential and Planned Mixed Use Development Regulations, defined as:—A ~~Planned Residential Development (PRD)~~ is:

1. A concept which requires land to be under unified control, planned and developed as a whole in a single development or in an approved, programmed series of developments for dwelling units and, where permitted, related mixed uses and facilities;
2. A plan which, when adopted, becomes a supplement to the Land Development Regulations for the land to which it is applied;

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3. Inclusive of principal and accessory structures substantially related to the character of the development itself and the surrounding area of which it is part; and
4. A concept which, when implemented, allows for development according to comprehensive and detailed plans that include streets, utilities, building sites and the like and site plans and elevations for all buildings as intended to be located, constructed, used and related to each other. It also includes detailed plans for other uses and the improvements on the land as related to the buildings.

Policy I.4.42

The City's Land Development Regulations shall continue to contain specific and detailed provisions to manage future growth and development to implement the comprehensive plan, which shall contain at a minimum the following provisions to:

1. Regulate the subdivision of land;
2. Regulate the use of land and water consistent with this and other related Elements to maintain the compatibility of adjacent land uses and provide for open space;
3. Protect environmentally sensitive lands identified within the Conservation Element;
4. Regulate areas subject to seasonal and periodic flooding and provide for drainage and storm water management;
5. Protect potable water well fields and aquifer recharge areas;
6. Regulate signage, to include specific graduated criteria for allowable signage sizes, heights and other applicable standards, and governed by the zoning district and road classification in or on which the property is located, for the proposed signage;
7. Provide safe and convenient on-site traffic flow and vehicle parking needs; and
8. Provide that development orders and permits shall not be issued which result in ~~a reduction of~~ the level of service standards being reduced below those adopted in this Comprehensive Plan.

Policy I.4.3

The City's Land Development Regulations shall continue to contain specific and detailed provisions to manage future growth and development to implement the comprehensive plan and to further the intent and objectives of the Land Development Regulations, to include the following:

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- Policy I.4.3.1 The City shall continue to require a special permit for dredging, filling, excavation and mining (this permit shall be in addition to any federal, state or regional agency required permit).
- Policy I.4.3.2 The City shall continue to include provisions for drainage, storm water management, open space, and safe and convenient on-site traffic flow, including the provision of ~~needed~~ required vehicle parking, for all development.
- Policy I.4.3.3 The City shall continue to limit the intensity of all new subdivision or lot creation development, by requiring that the length or depth of any lots does not exceed ~~three~~ four times the width or road frontage of lots ~~for the location of dwelling units~~.
- Policy I.4.3.4 The City shall participate in the National Flood Insurance program and regulate development and the installation of utilities in flood hazard areas in conformance with the program requirements. Further, the City shall require all structures to be clustered on the non-flood prone portion of a site or, where the entire site is in a flood prone area, structures shall be elevated at least one (~~12~~) feet ~~feet~~ above the base flood elevation.
- Policy I.4.3.5 The City shall continue to require a landscaped buffer where a public, residential, commercial or industrial structure higher intensity use is located, established, erected or expanded on land abutting a residential district lower intensity use, as assigned and required by the Land Development Regulations. An masonry or wood opaque structure, as defined by the Land Development Regulations, may be substituted utilized to reduce for the width of the planted buffer area. A buffer may include additional setbacks, landscaping, fencing, walls, berms or other measures implemented through the Land Development Regulations.
- OBJECTIVE I.5 The City shall continue utility policies which ~~limit~~ provide for the extension of public facility geographic service areas within or to the adjacent to the designated urban development area outside such designated urban development area to address public health and safety concerns associated with groundwater contamination. The boundary of the designated urban development area is depicted within the Future Land Use Map Series of this Comprehensive Plan, and when applicable, on the Suwannee County Future Land Use Plan Map.
- Policy I.5.1 The City shall ~~limit~~ give primary consideration for any extension of public facility geographic service areas to adjacent designated urban development areas as identified within the Future Land Use Plan Map Series of this Comprehensive Plan, ~~except that w~~ Water and sanitary sewer line extensions may be made outside such boundary to address public health

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and safety concerns associated with groundwater contamination and also for developments of marked economic impact and job creation for the area. ~~and~~ ~~Water~~ and sewer line extensions may be made to public land uses located outside of such designated urban development area. The City shall condition the extension of public facilities for residential uses to the adjacent unincorporated urban area on first providing these facilities and services for the majority of the residents within the City which are not currently being served.

OBJECTIVE I.6

Amendments to the: text of the Comprehensive Plan and/or Future Land Use Plan Map of the Comprehensive Plan, and/or the text of the Land Development Regulations and/or the Official Zoning Atlas of the Land Development Regulations, shall be proposed, in accordance with the applicable Florida Statutes, as amended, and as required in the Land Development Regulations. To ensure all applicable Board and Agency hearings, and public advertising and public participation requirements are met, all proposed ordinances or amendments to existing ordinances, which affect, or pertain to, the use, development or alteration of land or structures thereon, including amendments to the various documents and/or maps, as stated herein, shall only be accomplished by the standard amendment procedure as required, and by Florida Statutes, by proposing an amendment either to the text and/or Future Land Use Plan Map of the Comprehensive Plan, or to the text and/or Official Zoning Atlas Map of the Land Development Regulations, as is applicable.

The City shall continue to include, within the ~~portion regarding the required reports and recommendations~~ of the Development Manager of the City Planning Department, Planning and Zoning Board, and Local Planning Agency, as so designated, on amendments to the: Comprehensive Plan, Future Land Use Plan Map, Land Development Regulations, and Official Zoning Atlas, such regulations, that such reports shall address the following criteria: whether the proposed amendment will be a deterrent to the improvement or development of adjacent land uses and it shall be concluded by the local governing body, based upon such reports, and prior to approval of the amendment, that the granting adoption of the Ordinance of the amendment will not be contrary to said criteria: adversely impact adjacent land uses.

Policy I.6.1

For an amendment to the text and/or Future Land Use Plan Map of the Comprehensive Plan, the reports and recommendations shall show that each planning staff member, board or agency has heard, reviewed, studied and considered the proposed change in relation to the following, where applicable:

1. All comments, reports and testimony presented or received during said public hearings; and

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2. Determined and found the amendment to be consistent and compatible with the Land Use Element objective and policies, and those of other affected elements of the Comprehensive Plan, which have been found to be consistent with the Regional and State Plans, as well as all applicable Florida Statutes; and
3. Determined and found that approval of the amendment would promote the public health, safety, morals, order, comfort, convenience, appearance, prosperity or general welfare of the City.

Policy I.6.2

For an amendment to the Official Zoning Atlas of the Land Development Regulations, the reports and recommendations shall show that each planning staff member, board or agency has heard, reviewed, studied and considered: all comments, reports and testimony presented or received during said public hearing, and additionally, the proposed change in relation to the following, where applicable:

1. Whether the proposed change is in conformance with the City's Comprehensive Plan, or would have an adverse effect on the City's Comprehensive Plan;
2. Whether the proposed change is consistent or inconsistent with the existing land use pattern in the area, including the current roadway functional and development level and classification of roads which the parcel fronts or has access to;
3. Whether the proposed change will adversely influence living conditions in the neighborhood, including infringement on, or changing the character of, an established residential neighborhood which is not designated as transitional or a designated redevelopment overlay office corridor area;
4. Whether the proposed change would result in a population density pattern which would result in an overtaxing of the load on public facilities such as schools, utilities, streets, etc.;
5. Whether the proposed change will permit more intensive uses which would create or excessively increase: traffic congestion, drainage problems, light and air quality problems, or otherwise negatively affect public safety;
6. Whether the proposed change will negatively infringe on, or change the character of, established residential neighborhoods, especially those of historical significance deemed to require preservation;
7. Whether the proposed change will adversely affect property values in the adjacent area;
8. Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accordance with existing regulations;
9. Whether the proposed change will result in the creation of an isolated district unrelated to adjacent and nearby districts, otherwise known as Spot Zoning, which is prohibited;

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10. Whether the proposed change is to address existing district boundaries, possibly drawn illogically, in relation to existing conditions on and adjacent to the property proposed for change;
11. Whether there are changed or changing conditions making the passage of the proposed amendment in the best interest of the City;
12. Whether the proposed change will serve to further the policies and objectives of designated redevelopment districts within the City;
13. Whether the proposed change will constitute a grant of special privilege to an individual owner as contrasted with the public welfare;
14. Substantial reasons why the property cannot be used in accordance with existing Zoning;
15. Whether the proposed change is out of scale with the needs within the neighborhood or the City; and
16. What the current market availability is of other adequate and already properly zoned sites in the City, for the proposed use, in districts already permitting such use.

Policy I.6.3

For an amendment to the text of the Land Development Regulations, the reports and recommendations shall show that each planning staff member, board or agency has heard, reviewed, studied and considered the proposed change in relation to the following, where applicable:

1. All comments, reports and testimony presented or received during said public hearing;
2. The need and justification for the amendment;
3. The relationship of the proposed amendment being consistent with and furthering the requirements of the Florida Statutes, and the purposes and objectives of the Comprehensive Planning program and to the City's Comprehensive Plan, with appropriate consideration as to whether the proposed change will further the purposes of the Land Development Regulations and other ordinances, regulations, and actions designed to implement the City's Comprehensive Plan; and
4. That approval of the proposed amendment would promote the public health, safety, morals, order, comfort, convenience, appearance, prosperity or general welfare of the City.

Policy I.6.1 — ~~The City shall continue to require a special permit for dredging, filling, excavation and mining (this permit shall be in additions to any federal, state or regional agency required permit).~~

Policy I.6.2 — ~~The City shall continue to include provisions for drainage, storm water management, open space, and safe and convenient on-site traffic flow, including the provision of needed vehicle parking, for all development.~~

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- Policy I.6.3 ~~—————~~ The City shall ~~continue to limit the intensity of development by requiring that the length of lots does not exceed three times the width of lots for the location of dwelling units.~~
- Policy I.6.4 ~~—————~~ The City shall ~~participate in the National Flood Insurance program and regulate development and the installation of utilities in flood hazard areas in conformance with the programs requirements. Further, the City shall require all structures to be clustered on the non flood prone portion of a site or where the entire site is in a flood prone area, structures shall be elevated at least one (1) foot above the base flood elevation.~~
- Policy I.6.5 ~~—————~~ The City shall ~~continue to require a landscaped buffer where a commercial or industrial structure is erected or expanded on land abutting a residential district. A masonry or wood opaque structure may be substituted for the planted buffer.~~
- OBJECTIVE I.7 The City shall continue to identify and designate blighted areas, and carry out plans and projects which are feasible for redevelopment or renewal of these areas, through the continued implementation of the Community Redevelopment Agency and Plan 2039, as amended; and also through the updating of the housing condition survey with the most recent U.S. Bureau of Census information, as well as, the latest information provided by the University of Florida, Shimberg Center for Affordable Housing.
- Policy I.7.1 The City shall ~~request~~ continue to identify and apply for federal and state funds to redevelop and renew any identified blighted areas, where the City finds there is a competitive feasibility to receive such funding.
- Policy I.7.2 The City shall continue to implement the established Community Redevelopment Agency and Plan 2039, as amended, to carry out and further the undertakings, activities, or projects in the Community Redevelopment Area, for the elimination and preservation, of or from, the development or spread of slums and blight.
- OBJECTIVE I.8 Nonconforming situations are hereby declared to be incompatible with those permitted by the Land Development Regulations, and it is intended that these be eliminated and not to encourage their survival. The City shall ~~reduce~~ address inconsistencies in land uses, lots, structures, characteristics of use, and uses of structures and premises with the provisions of this Comprehensive Plan and as implemented by the Land Development Regulations, through the establishment classification and identification of such inconsistencies as being non-conforming, land uses and the actions which shall be required in order to bring about compliance.
- Policy I.8.1 The City hereby ~~established the following provisions~~ shall continue to identify and implement provisions to address and eliminate ~~for non-~~

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conforming situations structures and uses of land or structures: through applicable sections, requirements and definitions in the Land Development Regulations, which shall serve to carry out the Objective.

1. ~~Non conforming uses of land or structures may be continued where the lawful use of land existed prior to the adoption of this Comprehensive Plan where such use is not permitted by this Comprehensive Plan. Such use may be continued, so long as it remains otherwise lawful, subject to its discontinuance after it ceases to exist for a period of more than 12 months.~~
2. ~~Non conforming structures may be continued where a structure lawfully existed prior to the adoption of this Comprehensive Plan where such use would not be permitted to be built under this Comprehensive Plan by reason of restrictions on requirements other than use concerning the structure. Such structures may be continued so long as it remains otherwise lawful.~~

OBJECTIVE I.9

The City shall also provide for procedures and standards regarding private property rights which may be vested against the Comprehensive Plan.

Policy I.8.29.1

The City hereby shall continue to established the following administrative procedure and standards by which a property owner may demonstrate that private property rights have vested against the provisions of this Comprehensive Plan. These administrative procedures shall provide determination for the consistency of development with the densities and intensities set forth in this Comprehensive Plan.

Applications for vesting determinations shall be evaluated pursuant to the following criteria:

1. Common Law Vesting – A right to develop or to continue the development of property notwithstanding this Comprehensive Plan may be found to exist whenever the applicant proves by a preponderance of evidence that the owner or developer, acting in good faith and reasonable reliance upon some act or omission of the City, has made such a substantial change in position or has incurred such extensive obligations and expenses that it would be highly inequitable and unjust to destroy the right to develop or to continue the development of the property.
2. Statutory Vesting – The right to develop or to continue the development of property shall be found to exist if a valid and unexpired final development order was issued by the City prior to adoption of this Comprehensive Plan, substantial development has

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occurred on a significant portion of the development authorized in the final development order and is completed or development is continuing in good faith as of the adoption of this Comprehensive Plan. A "final development order" shall be any development order which approved the development of land for a particular use or uses at a specified density of use and which allowed development activity to commence on the land for which the development order was issued. "Substantial development": shall mean that all required permits necessary to commence and continue the development have been obtained; permitted clearing and grading has commenced on the actual construction of roads and the storm water management system, on that portion or the development is complete or is progressing in a manner that significantly moves the entire development toward completion.

3. Presumptive Vesting for Consistency and Concurrency – Any structure on which construction has been completed pursuant to a valid building permit shall be presumptively vested for the purposes of consistency and concurrency and shall not be required to file an application to preserve their vested rights status.
4. Presumptive Vesting: for Density Only – The following categories shall be presumptively vested for the purpose of density and shall not be required to file an application to preserve their vested rights in this regard:
 - (a) All lots of legal record as of the adoption of the thes Comprehensive Plan, whether located within a subdivision or without, but only to the extent of one single-family residence per lot, unless otherwise permitted; however, ~~such lots shall not be contiguous as of the adoption of this comprehensive Plan to any other lot(s) owned by or under contract for deed to the person(s) applying for the single-family residence building permit; and~~
 - (b) All contiguous lots of record as of the adoption of this Comprehensive Plan, whether located within a subdivision or without, where such lots are treated as one lot for one single-family residence.

OBJECTIVE I.910 The City shall continue to use a Historic Preservation Agency, appointed by the City Council, to assist the City Council with the designation of, and to process requests for any required Certificate of Appropriateness for, historic landmarks and landmark sites or historic districts within the City based, in part, upon criteria utilized for the National Register of Historic Places and the Secretary of the Interior's Standards for Rehabilitation and

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Guidelines for Rehabilitating Historic Buildings. The Historic Preservation Agency shall review applications for historic designation, and after conducting a duly noticed public hearing, shall make a recommendation to the City Council based ~~upon~~ the criteria stated in the maintenance and reuses of historical structures policy contained within the ~~Future Land Use Element of the Comprehensive Plan and Land~~ Development Regulations.

Policy I.910.1

The City shall maintain a listing of all known prehistoric and historic sites having particular significance to the history of the City, state or nation whose locations have been documented and can be physically located within the City.

This list shall be based, in part, on the Florida Master Site File developed and maintained by the Florida Department of State and also on staff recommendations and evaluations and analysis done by appropriate local boards or agencies. The list shall be updated as new documented information regarding the prehistoric or historic significance of a site is identified and provided to the City.

Policy I.910.2

The City shall maintain criteria for designating historic structures and sites and further, establish guidelines for the maintenance and adaptive reuse of historic structures and sites, through the process of application for a Certificate of Appropriateness, and consideration of certain criteria, as follows:-

- 1.(a) The effect of the proposed work on the landmark or the property ~~won~~ which such work is to be done;
- 2.(b) The relationship between such work and other structures on the historic housing site;
- 3.(c) The extent to which the historic architectural significance, architectural style, design, arrangement, texture, materials, and color of the landmark or the property ~~historic housing~~ will be affected; ~~and~~
- 4.(d) Whether the denial of a certificate of appropriateness would deprive the property owner of reasonable beneficial use of his or her property; and
5. Whether the plans may be reasonably carried out by the applicant.

OBJECTIVE I.101

The City shall protect natural resources and environmentally sensitive lands (including but not limited to wetlands and flood prone areas). For

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the purposes of this Comprehensive Plan. "Wetlands" means those areas that are inundated or saturated by surface water or groundwater at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bay-heads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps, and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flat-woods with an understory dominated by saw palmetto.

Policy I.101.21 The City shall prohibit the location of any structure, other than permitted docks, piers, or walkways, in a Wetland ~~except as permitted within Policy V.2.8 of this Comprehensive Plan.~~

Policy I.101.42 The City's Land Development Regulations shall continue to include provisions for the protection of public potable water supply wells by prohibiting:

1.~~(1)~~ Land uses which require or involve storage, use or manufacture of regulated materials as defined by Chapter 38F-41, Florida Administrative Code, in effect upon adoption of this Comprehensive Plan; Code of Federal Regulations, Title 40, Part 302 and 355 and Title 49, Part 172, in effect upon adoption of this Comprehensive Plan;

2.~~(2)~~ Landfills;

3.~~(3)~~ Facilities of bulk storage, agricultural chemicals;

4.~~(4)~~ Petroleum products;

5.~~(5)~~ Hazardous, toxic and medical waste;

6.~~(6)~~ Feed lots or other animal facilities;

7.~~(7)~~ Waste water treatment plants and percolation ponds; and

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~~8.(8)~~ Mines, and excavation of waterways or drainage facilities,

and other prohibited criteria, structures or activities as found in the Land Development Regulations, which intersect or overlay the water table within a 300 500-foot radius around ~~the~~ any water well designated by this Comprehensive Plan as a public facilities well-head which requires a well field protection area. In addition, no transportation of such regulated materials shall be allowed in the well field protection area, except local traffic serving approved facilities within the well field protection area.

- OBJECTIVE I.142 The City, shall coordinate with agencies responsible for the implementation of any regional resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes.
- Policy I.142.1 The City shall continue to require that all proposed development which is subject to the provisions of any regional resource planning and management plan shall be consistent with such plan and that proposed development be reviewed for such consistency during the development review process.
- OBJECTIVE I.123 The City shall coordinate review of all proposed subdivision plats with the Water Management District, ~~for subdivisions proposed within the drainage basin of any designated priority water body~~ to provide the Water Management District an opportunity to review and issue permits as required, for such subdivision, and to determine if the plat is consistent with any applicable approved District management plans ~~within that basin~~.
- Policy I.123.1 The City shall continue to require the developer to submit development plans for all proposed subdivision plats within the incorporated city limits, ~~drainage basin of any designated priority water body~~ to the Water Management District for review, and comment and permitting, as to the consistency of the proposed development with ~~any~~ any approved management plans, ~~within such basin~~ prior to development review by the City.
- OBJECTIVE I.134 The City shall continue to require the location of the following essential services: radio, telecommunication and television antennas and towers, owned or operated by private or publicly regulated entities, to be approved by ~~the City Council~~ either City Staff or the Planning and Zoning Board, as specified in the Land Development Regulations. In addition, the location of electrical transmission lines and natural gas transmission lines, shall be approved pursuant to Chapter 403.502 and 403.9402 of the Florida Statutes. All other essential services, which are hereby defined to include and be limited to electrical distribution lines, ~~water distribution lines and mains~~, telephone lines and substations, and cable television lines shall be

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exempt from any City approval and shall be permitted in any land use category. All public buildings and grounds, and public facilities not defined as an essential service herein, and to be located outside of a public right-of-way or easement, shall require an amendment to the Future Land Use Plan Map and Official Zoning Atlas, for designation as a public use.

Policy I.134.1

The ~~City Council~~ Land Development Regulations shall specify use the following required criteria ~~in considering for approval the following of~~ essential services; ~~electrical transmission lines and substations, natural gas transmission lines, and radio, telecommunications and television antennas and towers owned or operated by publicly regulated entities:~~

1. ~~No such essential service shall be sited within 500 feet of any group living facility, school or hospital, said distance to be measured from the centerline of the electrical and natural gas transmission lines, as constructed, or the fenced area of electrical substations. In addition, all radio and telecommunication towers shall also maintain the rated self-collapsing distance from any use listed above.~~

IRVIN AVE SW / SR-51

RES MOD

EVERGREEN AVE SW

MYRA ST SW

RES-MOD

EUCLID ST SW

RES-MOD

MARION ST SW

RES MOD

RES-MOD

GOODWIN ST SW

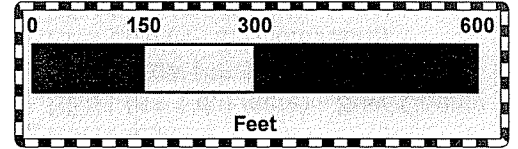
RES-MOD

COPELAND ST SW

RES MOD

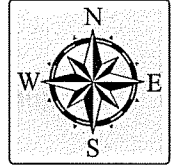
CPA 11-2; Section 1
Proposed Future Land Use
1.85 acres more or less

CPA 11-2 Amendments to the Future Land Use Plan Map



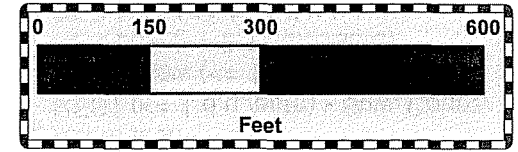
Legend

- CityBoundary
- CityBoundary
- Streets
- Streets
- Rail Line
- Collector
- Arterial, Minor, 2-Lane
- Arterial, Principal, 2-Lane
- Arterial, Principal, 4-Lane Divided
- Parcels
- Parcels
- FutureLandUse_Proposed
- LandUse
- Commercial Mixed
- Stormwater
- Central Downtown
- Educational
- AG1 (<= 1 d.u./5 acres) - Suw. County
- AG2 (<=1 d.u./2 acres) - Suw. County
- AG (<= 1d.u./5 acres)
- COM
- Commercial - Suw. County
- Conservation
- Industrial
- Industrial - Suw. County
- Public
- Recreation
- RES1 (<= 1 d.u./acre) - Suw. County
- RES V-Low (<= 1 d.u./acre)
- RES Low (<= 2.17 d.u./acre)
- RES Mod (<= 4.35 d.u./acre)
- RES Med (<= 8 d.u./acre)
- RES Hi (<= 20 d.u./acre)



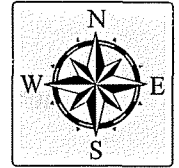
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**CPA 11-2
Amendments to the
Future Land Use Plan Map**



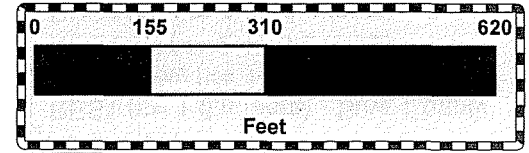
Legend

- CityBoundary
- CityBoundary
- Streets
- Streets
- Rail Line
- Collector
- Arterial, Minor, 2-Lane
- Arterial, Principal, 2-Lane
- Arterial, Principal, 4-Lane Divided
- Parcels
- Parcels
- FutureLandUse_Proposed
- LandUse
- Commercial Mixed
- Stormwater
- Central Downtown
- Educational
- AG1 (<= 1 d.u./5 acres) - Suw. County
- AG2 (<=1 d.u./2 acres) - Suw. County
- AG (<= 1d.u./5 acres)
- COM
- Commercial - Suw. County
- Conservation
- Industrial
- Industrial - Suw. County
- Public
- Recreation
- RES1 (<= 1 d.u./acre) - Suw. County
- RES V-Low (<= 1 d.u./acre)
- RES Low (<= 2.17 d.u./acre)
- RES Mod (<= 4.35 d.u./acre)
- RES Med (<= 8 d.u./acre)
- RES Hi (<= 20 d.u./acre)



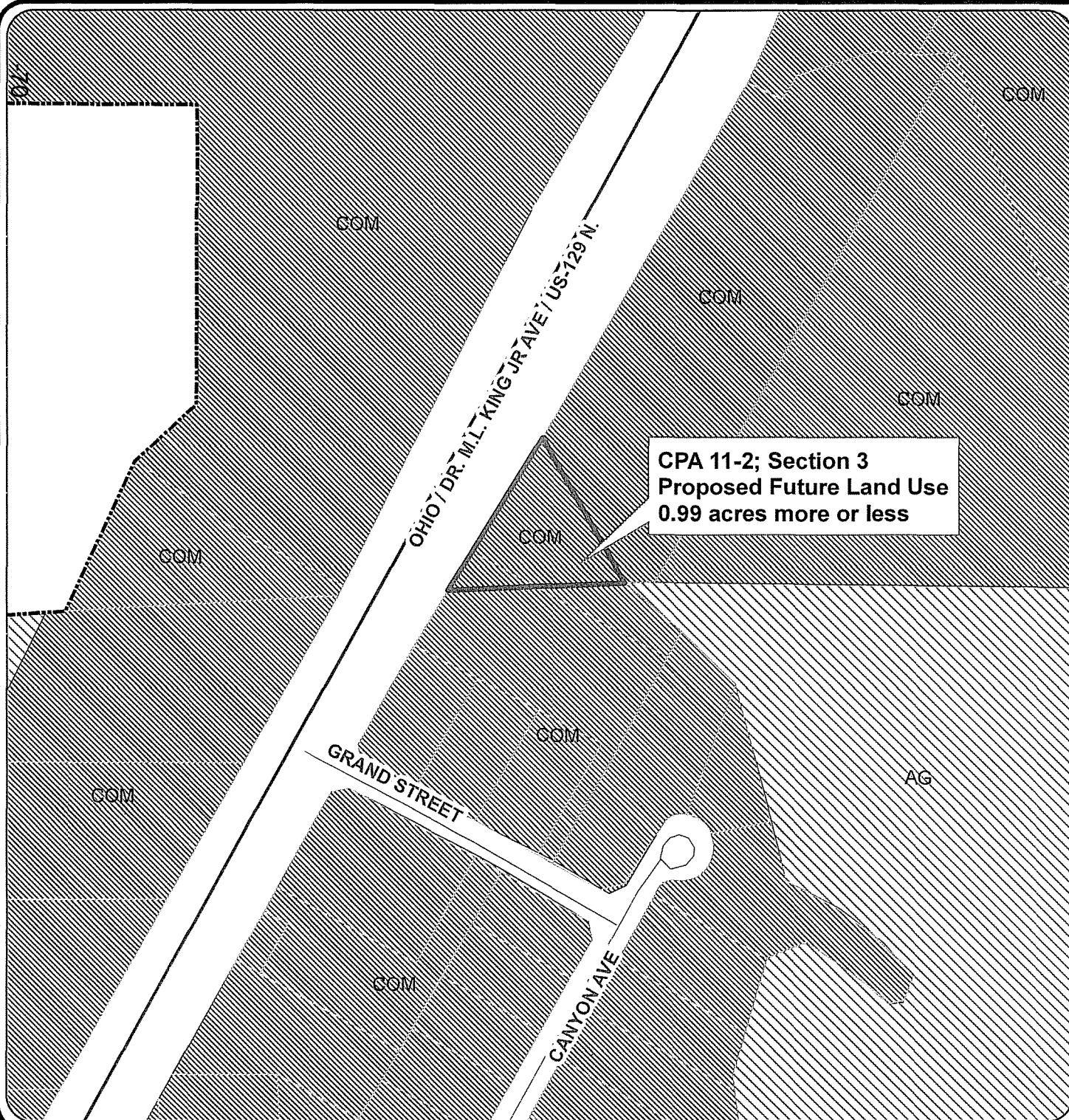
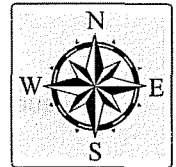
**City of Live Oak Planning & Zoning
GIS Mapping**

**CPA 11-2
Amendments to the
Future Land Use Plan Map**



Legend

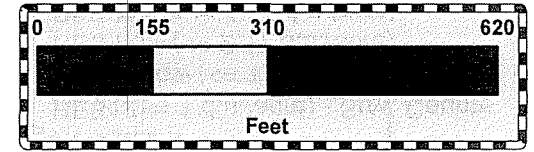
- CityBoundary
- CityBoundary
- Streets
- Streets
- Rail Line
- Collector
- Arterial, Minor, 2-Lane
- Arterial, Principal, 2-Lane
- Arterial, Principal, 4-Lane Divided
- Parcels
- Parcels
- FutureLandUse_Proposed
- LandUse
- Commercial Mixed
- Stormwater
- Central Downtown
- Educational
- AG1 (<= 1 d.u./5 acres) - Suw. County
- AG2 (<= 1 d.u./2 acres) - Suw. County
- AG (<= 1d.u./5 acres)
- COM
- Commercial - Suw. County
- Conservation
- Industrial
- Industrial - Suw. County
- Public
- Recreation
- RES1 (<= 1 d.u./acre) - Suw. County
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- RES Low (<= 2.17 d.u./acre)
- RES Mod (<= 4.35 d.u./acre)
- RES Med (<= 8 d.u./acre)
- RES Hi (<= 20 d.u./acre)



**City of Live Oak Planning & Zoning
GIS Mapping**

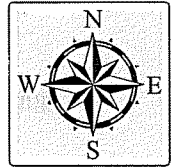
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**CPA 11-2
Amendments to the
Future Land Use Plan Map**



Legend

- CityBoundary
- CityBoundary
- Streets
- Streets
- Rail Line
- Collector
- Arterial, Minor, 2-Lane
- Arterial, Principal, 2-Lane
- Arterial, Principal, 4-Lane Divided
- Parcels
- Parcels
- FutureLandUse_Proposed
- LandUse
- Commercial Mixed
- Stormwater
- Central Downtown
- Educational
- AG1 (<= 1 d.u./5 acres) - Suw. County
- AG2 (<=1 d.u./2 acres) - Suw. County
- AG (<= 1d.u./5 acres)
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- Commercial - Suw. County
- Conservation
- Industrial
- Industrial - Suw. County
- Public
- Recreation
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- RES Low (<= 2.17 d.u./acre)
- RES Mod (<= 4.35 d.u./acre)
- RES Med (<= 8 d.u./acre)
- RES Hi (<= 20 d.u./acre)



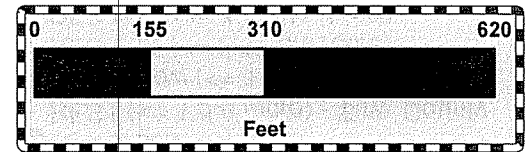
**CPA 11-2; Section 4
Proposed Future Land Use
18.64 acres more or less**



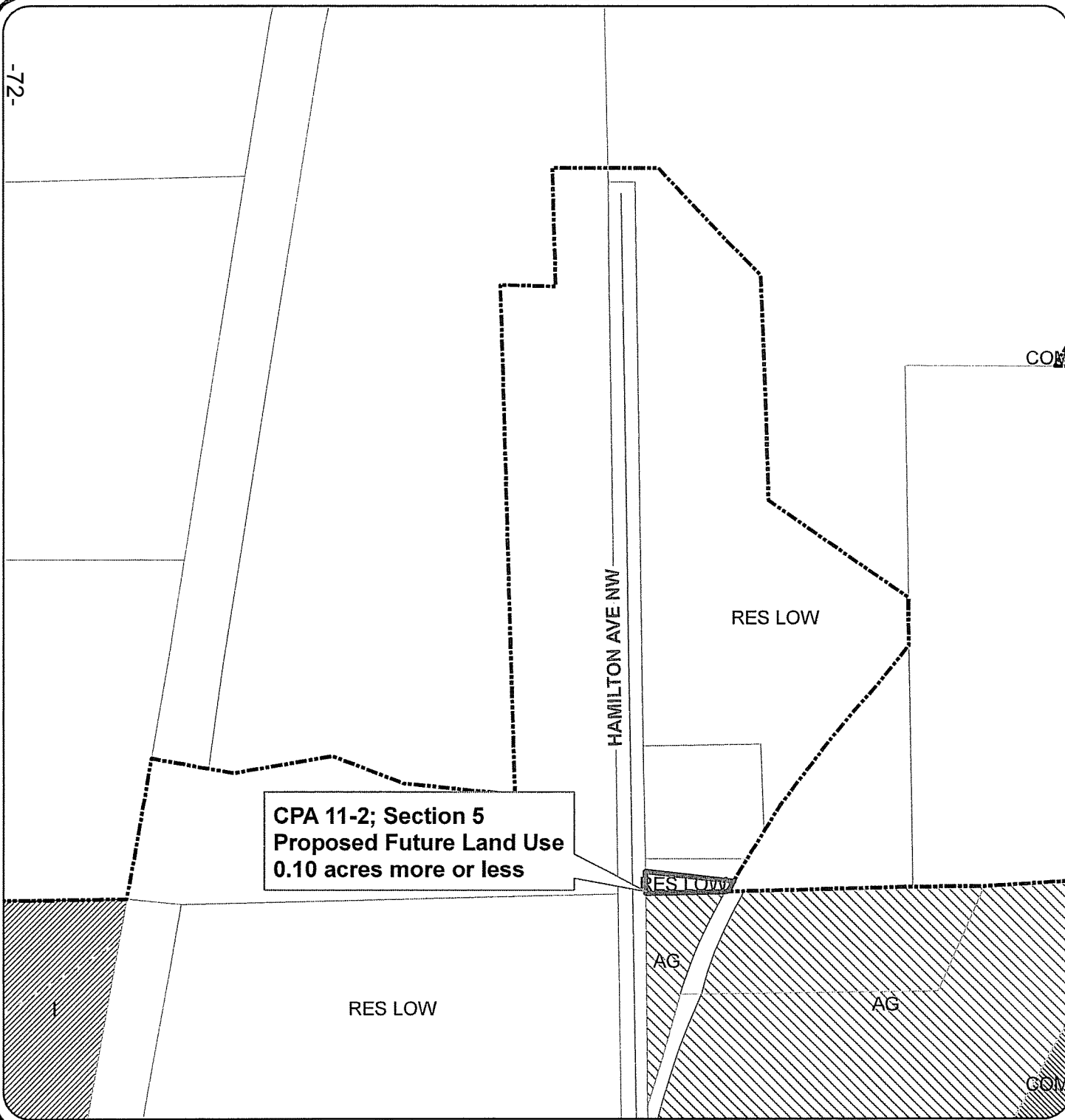
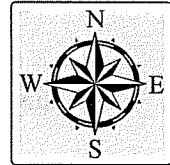
**City of Live Oak Planning & Zoning
GIS Mapping**

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CPA 11-2 Amendments to the Future Land Use Plan Map

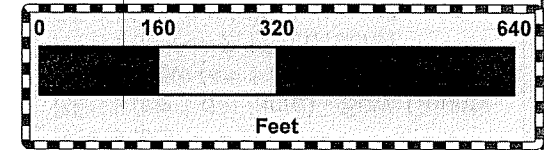


- Legend
- CityBoundary
 - CityBoundary
 - Streets
 - Streets
 - Rail Line
 - Collector
 - Arterial, Minor, 2-Lane
 - Arterial, Principal, 2-Lane
 - Arterial, Principal, 4-Lane Divided
 - Parcels
 - Parcels
 - FutureLandUse_Proposed
 - LandUse
 - Commercial Mixed
 - Stormwater
 - Central Downtown
 - Educational
 - AG1 (<= 1 d.u./5 acres) - Suw. County
 - AG2 (<=1 d.u./2 acres) - Suw. County
 - AG (<= 1d.u./5 acres)
 - COM
 - Commercial - Suw. County
 - Conservation
 - Industrial
 - Industrial - Suw. County
 - Public
 - Recreation
 - RES1 (<= 1 d.u./acre) - Suw. County
 - RES V-Low (<= 1 d.u./acre)
 - RES Low (<= 2.17 d.u./acre)
 - RES Mod (<= 4.35 d.u./acre)
 - RES Med (<= 8 d.u./acre)
 - RES Hi (<= 20 d.u./acre)

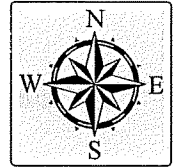


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**CPA 11-2
Amendments to the
Future Land Use Plan Map**

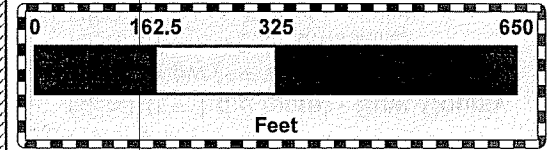


- Legend**
- CityBoundary
 - CityBoundary
 - Streets
 - Streets
 - Rail Line
 - Collector
 - Arterial, Minor, 2-Lane
 - Arterial, Principal, 2-Lane
 - Arterial, Principal, 4-Lane Divided
 - Parcels
 - Parcels
 - FutureLandUse_Proposed
 - LandUse
 - Commercial Mixed
 - Stormwater
 - Central Downtown
 - Educational
 - AG1 (<= 1 d.u./5 acres) - Suw. County
 - AG2 (<=1 d.u./2 acres) - Suw. County
 - AG (<= 1d.u./5 acres)
 - COM
 - Commercial - Suw. County
 - Conservation
 - Industrial
 - Industrial - Suw. County
 - Public
 - Recreation
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 - RES V-Low (<= 1 d.u./acre)
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 - RES Med (<= 8 d.u./acre)
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CPA 11-2 Amendments to the Future Land Use Plan Map



Legend

CityBoundary
CityBoundary

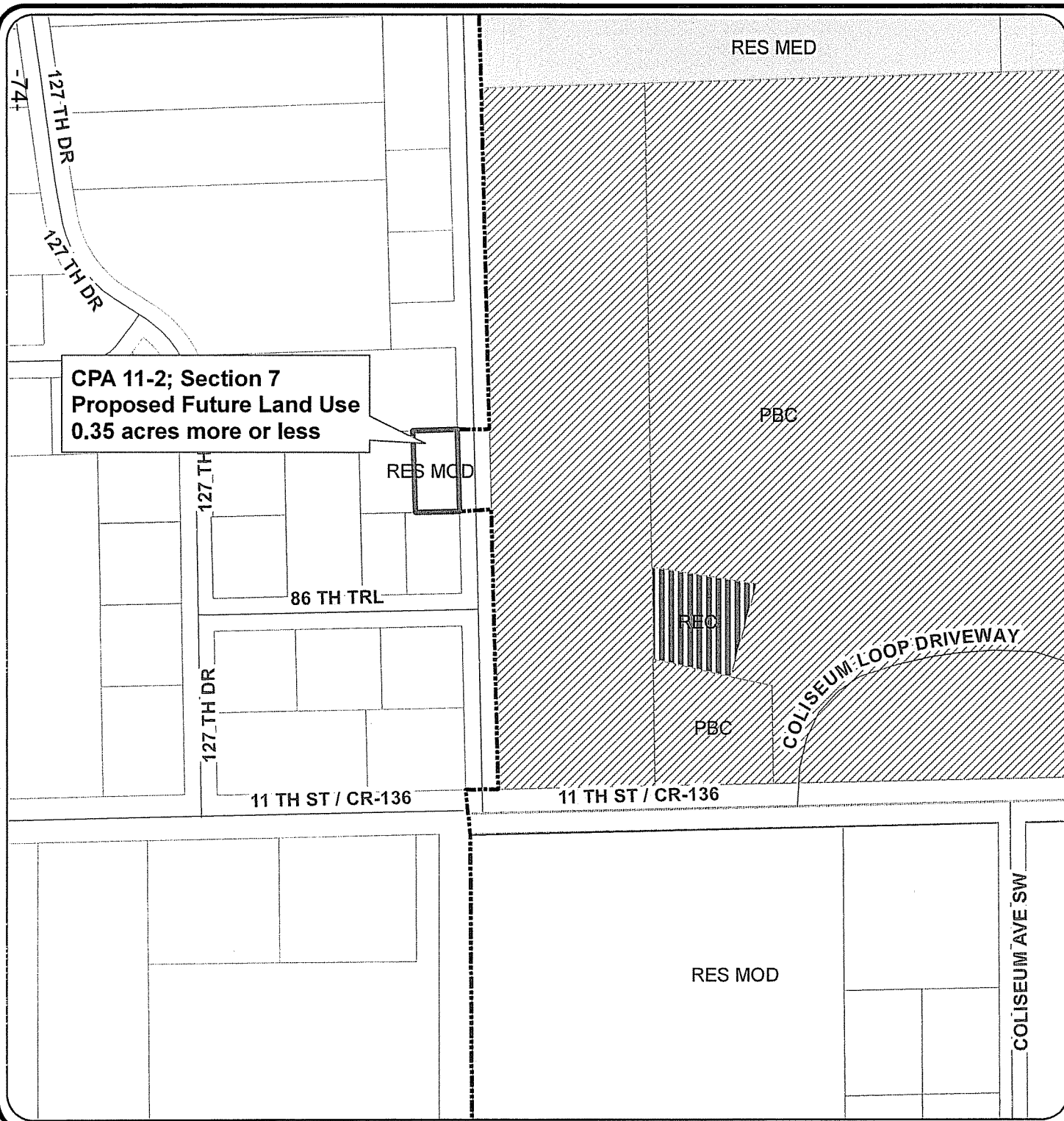
Streets
Streets
Rail Line
Collector
Arterial, Minor, 2-Lane
Arterial, Principal, 2-Lane
Arterial, Principal, 4-Lane Divided

Parcels
Parcels

FutureLandUse_Proposed
LandUse

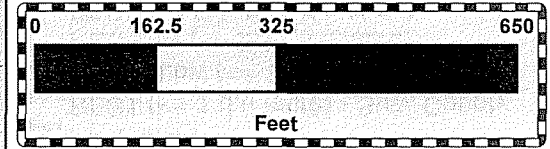
- Commercial Mixed
- Stormwater
- Central Downtown
- Educational
- AG1 (<= 1 d.u./5 acres) - Suw. County
- AG2 (<=1 d.u./2 acres) - Suw. County
- AG (<= 1d.u./5 acres)
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- Industrial - Suw. County
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- RES Low (<= 2.17 d.u./acre)
- RES Mod (<= 4.35 d.u./acre)
- RES Med (<= 8 d.u./acre)
- RES Hi (<= 20 d.u./acre)

CPA 11-2; Section 7
Proposed Future Land Use
0.35 acres more or less

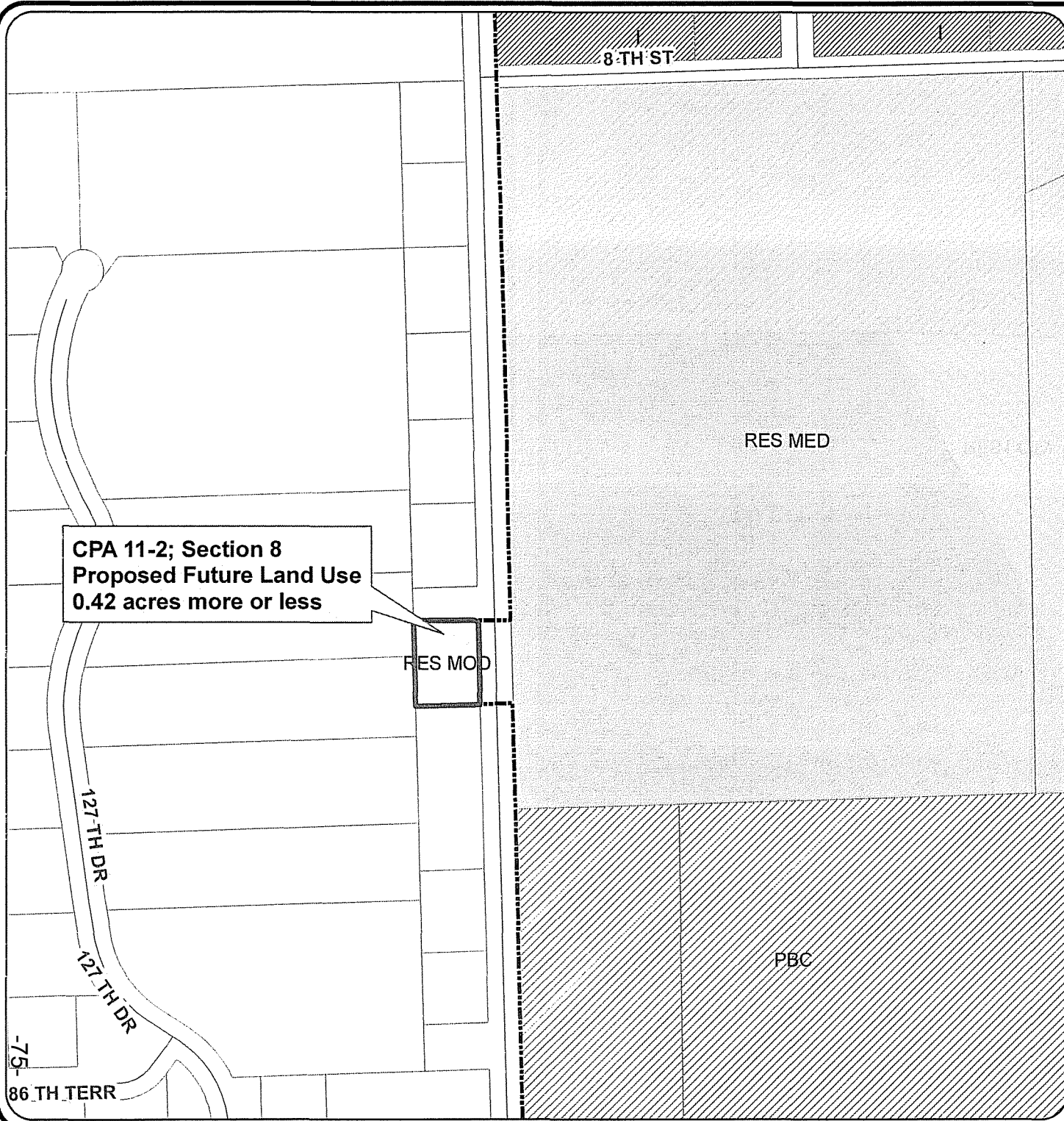
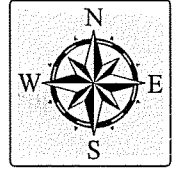


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**CPA 11-2
Amendments to the
Future Land Use Plan Map**



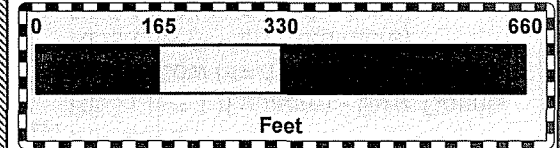
- Legend**
- CityBoundary
 - CityBoundary
 - Streets
 - Streets
 - Rail Line
 - Collector
 - Arterial, Minor, 2-Lane
 - Arterial, Principal, 2-Lane
 - Arterial, Principal, 4-Lane Divided
 - Parcels
 - Parcels
 - FutureLandUse_Proposed
 - LandUse
 - Commercial Mixed
 - Stormwater
 - Central Downtown
 - Educational
 - AG1 (<= 1 d.u./5 acres) - Suw. County
 - AG2 (<= 1 d.u./2 acres) - Suw. County
 - AG (<= 1d.u./5 acres)
 - COM
 - Commercial - Suw. County
 - Conservation
 - Industrial
 - Industrial - Suw. County
 - Public
 - Recreation
 - RES1 (<= 1 d.u./acre) - Suw. County
 - RES V-Low (<= 1 d.u./acre)
 - RES Low (<= 2.17 d.u./acre)
 - RES Mod (<= 4.35 d.u./acre)
 - RES Med (<= 8 d.u./acre)
 - RES Hi (<= 20 d.u./acre)



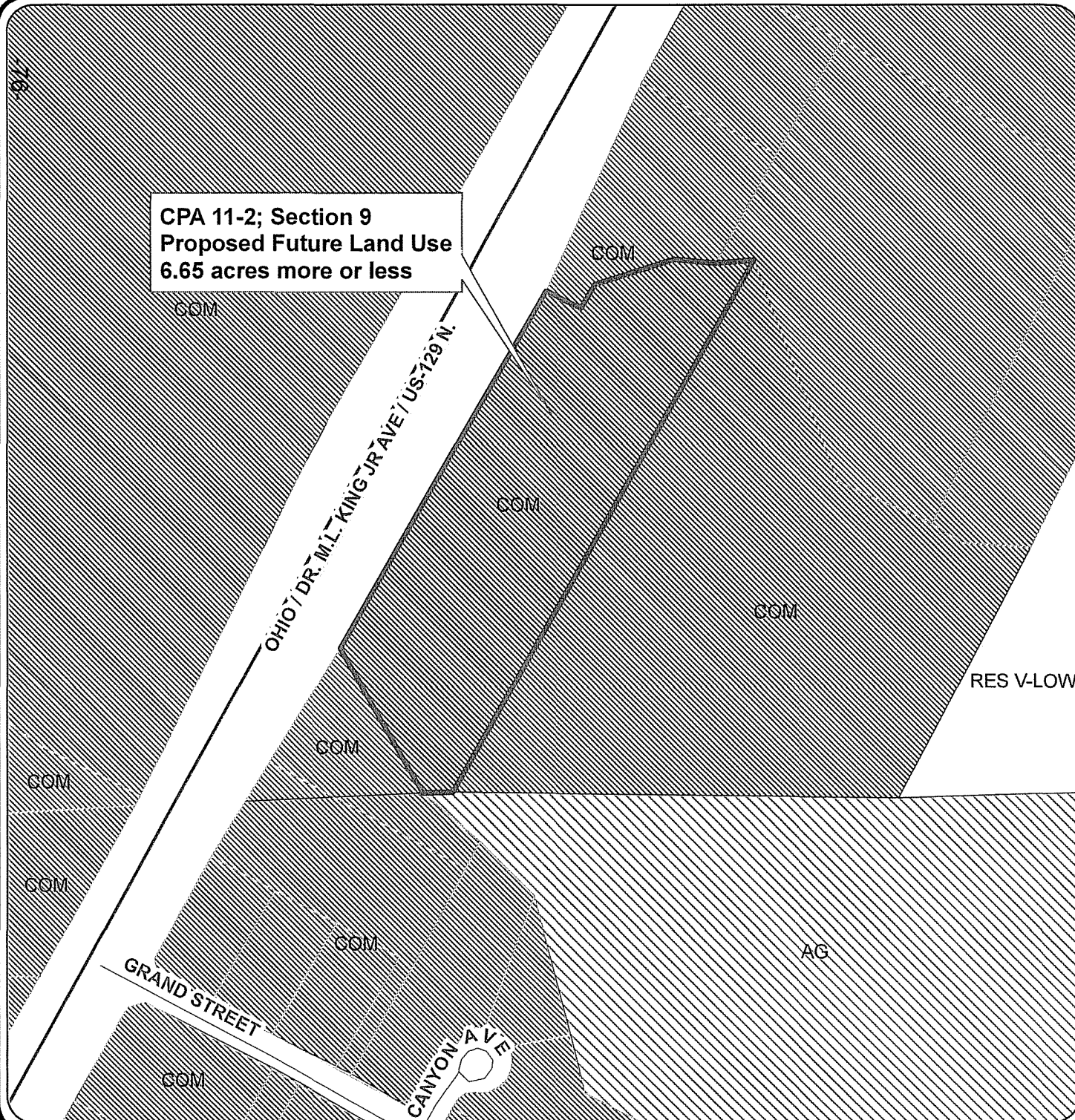
**City of Live Oak Planning & Zoning
GIS Mapping**

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**CPA 11-2
Amendments to the
Future Land Use Plan Map**



**CPA 11-2; Section 9
Proposed Future Land Use
6.65 acres more or less**



- Legend**
- CityBoundary
 - CityBoundary
 - Streets
 - Streets
 - Rail Line
 - Collector
 - Arterial, Minor, 2-Lane
 - Arterial, Principal, 2-Lane
 - Arterial, Principal, 4-Lane Divided
 - Parcels
 - Parcels
 - FutureLandUse_Proposed
 - LandUse
 - Commercial Mixed
 - Stormwater
 - Central Downtown
 - Educational
 - AG1 (<= 1 d.u./5 acres) - Suw. County
 - AG2 (<=1 d.u./2 acres) - Suw. County
 - AG (<= 1d.u./5 acres)
 - COM
 - Commercial - Suw. County
 - Conservation
 - Industrial
 - Industrial - Suw. County
 - Public
 - Recreation
 - RES1 (<= 1 d.u./acre) - Suw. County
 - RES V-Low (<= 1 d.u./acre)
 - RES Low (<= 2.17 d.u./acre)
 - RES Mod (<= 4.35 d.u./acre)
 - RES Med (<= 8 d.u./acre)
 - RES Hi (<= 20 d.u./acre)



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GIS Mapping**

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72 ND TRACE NW

RES V-LOW COM

COM

COM

COM

COM

CPA 11-2; Section 10
Proposed Future Land Use
46.27 acres more or less

COM

COM

COM

COM

RES V-LOW

RES LOW

OHIO / DR. M.L. KING JR AVE / US-129 N

GRAND STREET

COM

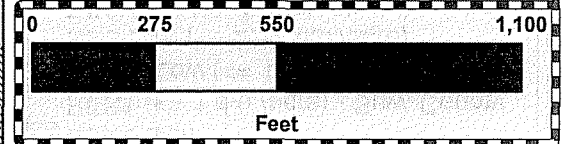
AG

COM

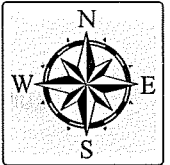
AG

RES LOW

CPA 11-2 Amendments to the Future Land Use Plan Map



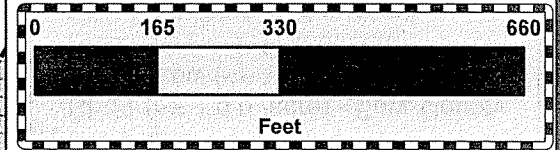
- Legend
- CityBoundary
 - CityBoundary
 - Streets
 - Streets
 - Rail Line
 - Collector
 - Arterial, Minor, 2-Lane
 - Arterial, Principal, 2-Lane
 - Arterial, Principal, 4-Lane Divided
 - Parcels
 - Parcels
 - FutureLandUse_Proposed
 - LandUse
 - Commercial Mixed
 - Stormwater
 - Central Downtown
 - Educational
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 - AG2 (<=1 d.u./2 acres) - Suw. County
 - AG (<= 1d.u./5 acres)
 - COM
 - Commercial - Suw. County
 - Conservation
 - Industrial
 - Industrial - Suw. County
 - Public
 - Recreation
 - RES1 (<= 1 d.u./acre) - Suw. County
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City of Live Oak Planning & Zoning
GIS Mapping

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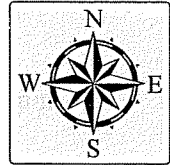
**CPA 11-2
Amendments to the
Future Land Use Plan Map**



**CPA 11-2; Section 11
Proposed Future Land Use
7.50 acres more or less**



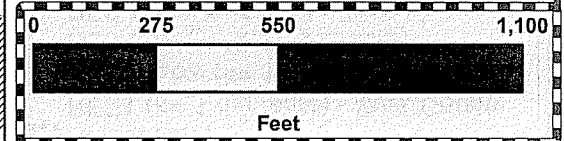
- Legend**
- CityBoundary
 - CityBoundary
 - Streets
 - Streets
 - Rail Line
 - Collector
 - Arterial, Minor, 2-Lane
 - Arterial, Principal, 2-Lane
 - Arterial, Principal, 4-Lane Divided
 - Parcels
 - Parcels
 - FutureLandUse_Proposed
 - LandUse
 - Commercial Mixed
 - Stormwater
 - Central Downtown
 - Educational
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 - AG2 (<=1 d.u./2 acres) - Suw. County
 - AG (<= 1d.u./5 acres)
 - COM
 - Commercial - Suw. County
 - Conservation
 - Industrial
 - Industrial - Suw. County
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 - RES V-Low (<= 1 d.u./acre)
 - RES Low (<= 2.17 d.u./acre)
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 - RES Hi (<= 20 d.u./acre)



**City of Live Oak Planning & Zoning
GIS Mapping**

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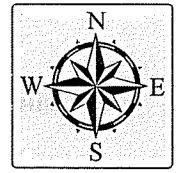
**CPA 11-2
Amendments to the
Future Land Use Plan Map**



**CPA 11-2; Section 12
Proposed Future Land Use
43.22 acres more or less**



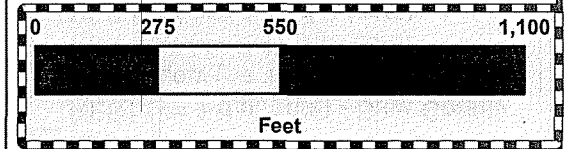
- Legend**
- CityBoundary
 - CityBoundary
 - Streets
 - Streets
 - Rail Line
 - Collector
 - Arterial, Minor, 2-Lane
 - Arterial, Principal, 2-Lane
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 - Parcels
 - Parcels
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 - Central Downtown
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 - AG2 (<=1 d.u./2 acres) - Suw. County
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 - Public
 - Recreation
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 - RES Low (<= 2.17 d.u./acre)
 - RES Mod (<= 4.35 d.u./acre)
 - RES Med (<= 8 d.u./acre)
 - RES Hi (<= 20 d.u./acre)



**City of Live Oak Planning & Zoning
GIS Mapping**

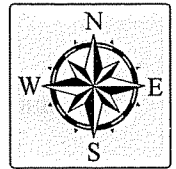
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CPA 11-2 Amendments to the Future Land Use Plan Map

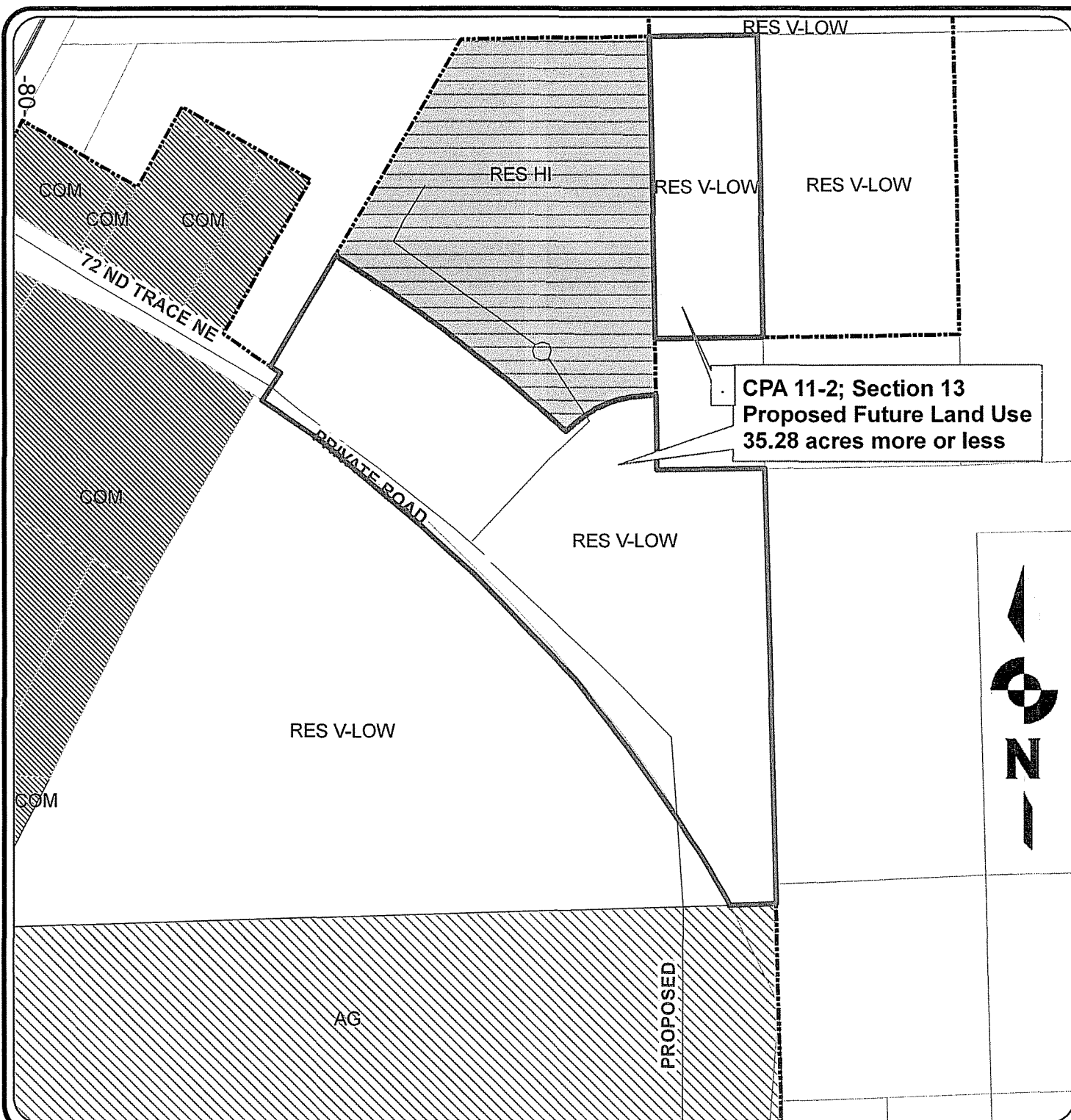


Legend

- CityBoundary
- CityBoundary
- Streets
- Streets
- Rail Line
- Collector
- Arterial, Minor, 2-Lane
- Arterial, Principal, 2-Lane
- Arterial, Principal, 4-Lane Divided
- Parcels
- Parcels
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- LandUse
- Commercial Mixed
- Stormwater
- Central Downtown
- Educational
- AG1 (<= 1 d.u./5 acres) - Suw. County
- AG2 (<=1 d.u./2 acres) - Suw. County
- AG (<= 1d.u./5 acres)
- COM
- Commercial - Suw. County
- Conservation
- Industrial
- Industrial - Suw. County
- Public
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- RES Low (<= 2.17 d.u./acre)
- RES Mod (<= 4.35 d.u./acre)
- RES Med (<= 8 d.u./acre)
- RES Hi (<= 20 d.u./acre)



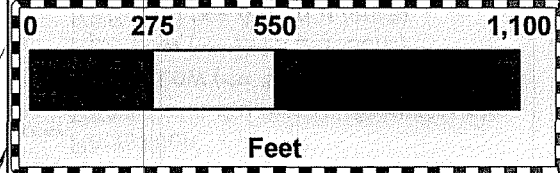
**CPA 11-2; Section 13
Proposed Future Land Use
35.28 acres more or less**



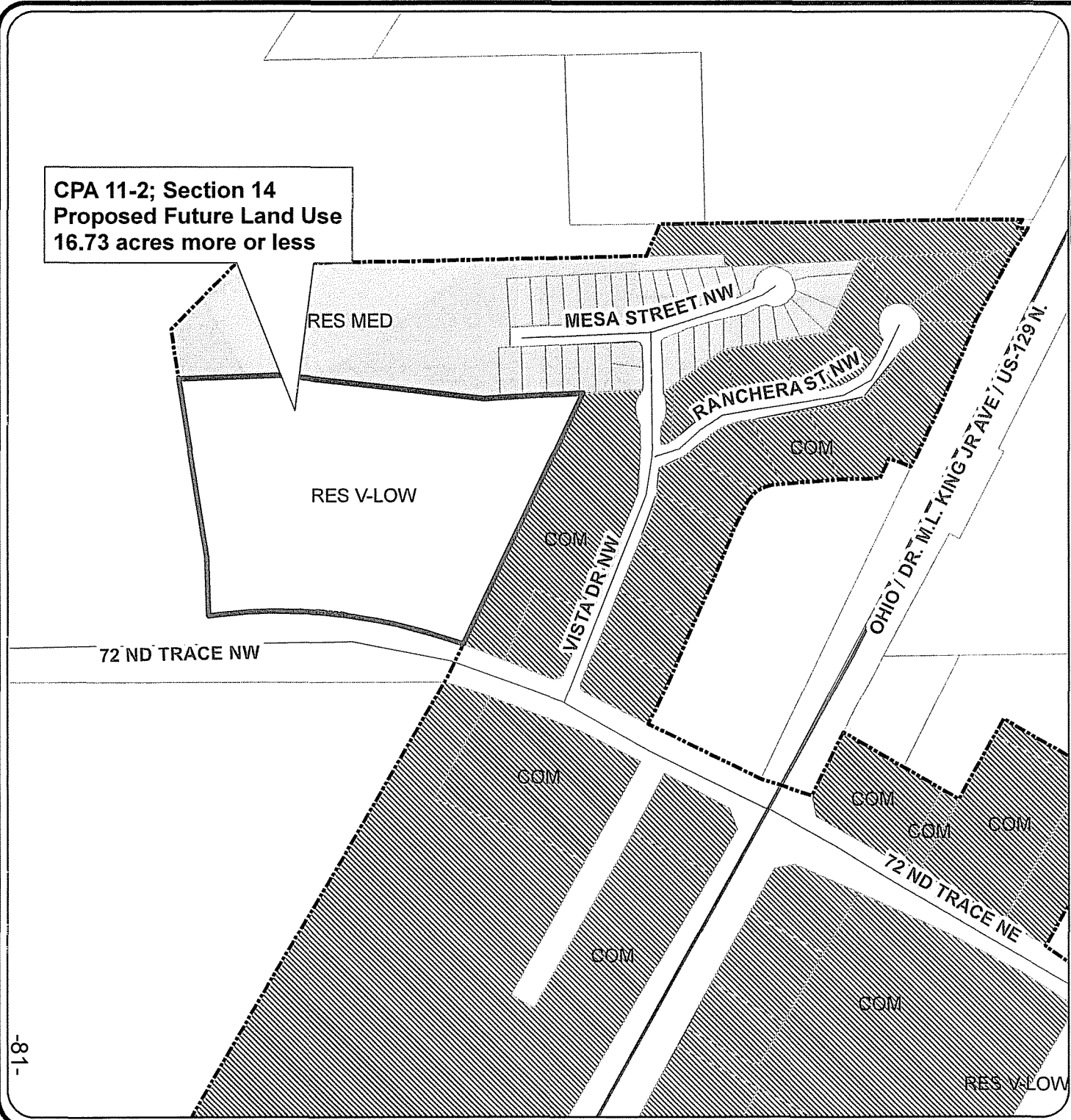
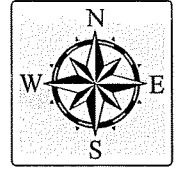
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**CPA 11-2
Amendments to the
Future Land Use Plan Map**

**CPA 11-2; Section 14
Proposed Future Land Use
16.73 acres more or less**

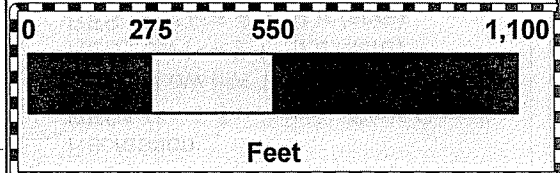


- Legend**
- CityBoundary
 - CityBoundary
 - Streets
 - Streets
 - Rail Line
 - Collector
 - Arterial, Minor, 2-Lane
 - Arterial, Principal, 2-Lane
 - Arterial, Principal, 4-Lane Divided
 - Parcels
 - Parcels
 - FutureLandUse_Proposed
 - LandUse
 - Commercial Mixed
 - Stormwater
 - Central Downtown
 - Educational
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 - AG2 (<=1 d.u./2 acres) - Suw. County
 - AG (<= 1d.u./5 acres)
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 - Conservation
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 - Industrial - Suw. County
 - Public
 - Recreation
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 - RES Low (<= 2.17 d.u./acre)
 - RES Mod (<= 4.35 d.u./acre)
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 - RES Hi (<= 20 d.u./acre)

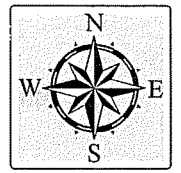


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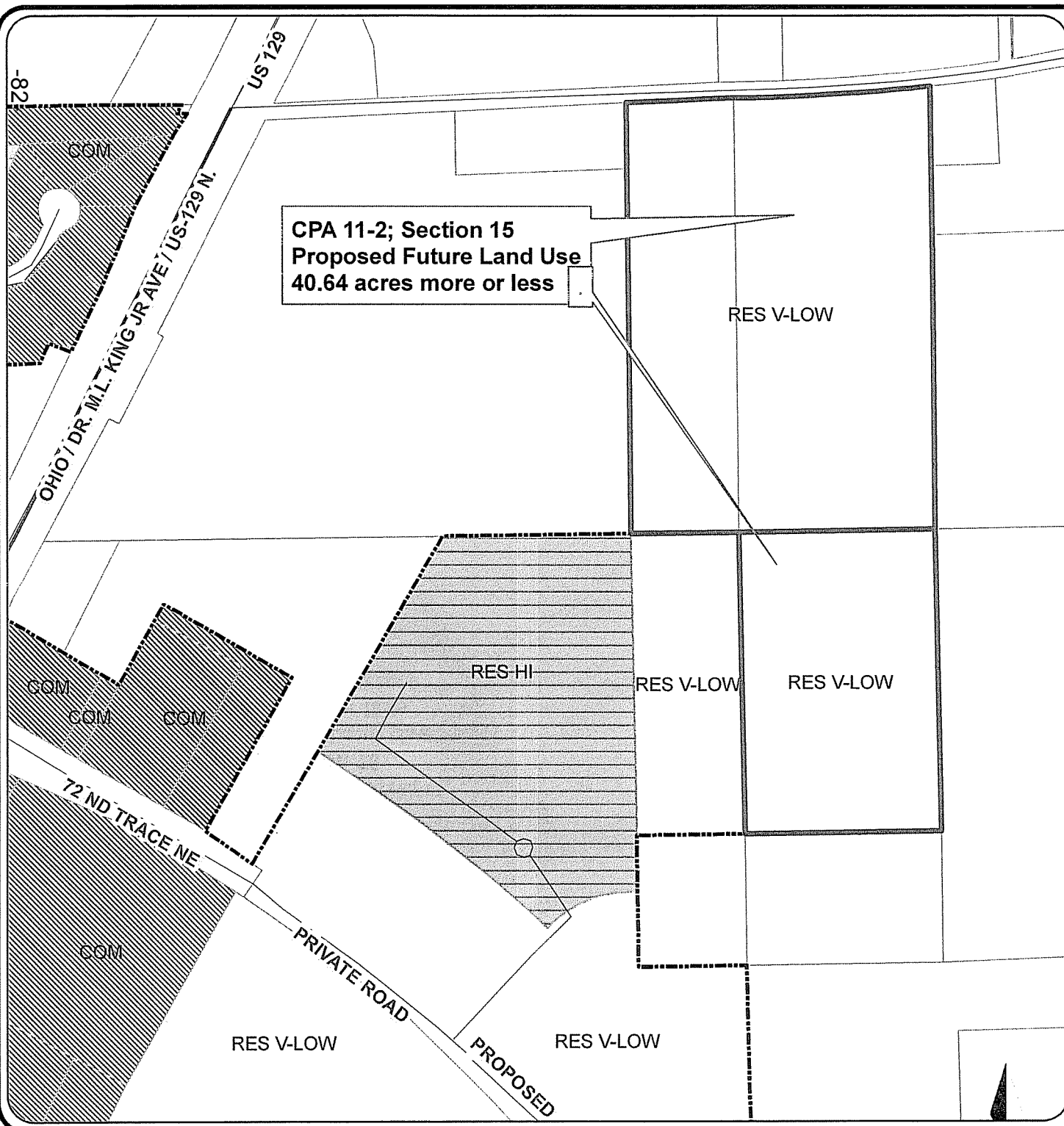
**CPA 11-2
Amendments to the
Future Land Use Plan Map**



- Legend**
- CityBoundary
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 - Streets
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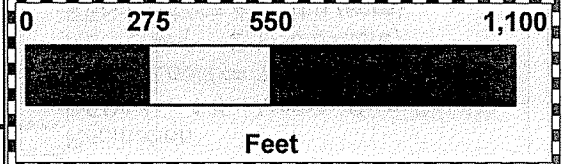
**CPA 11-2; Section 15
Proposed Future Land Use
40.64 acres more or less**



**City of Live Oak Planning & Zoning
GIS Mapping**

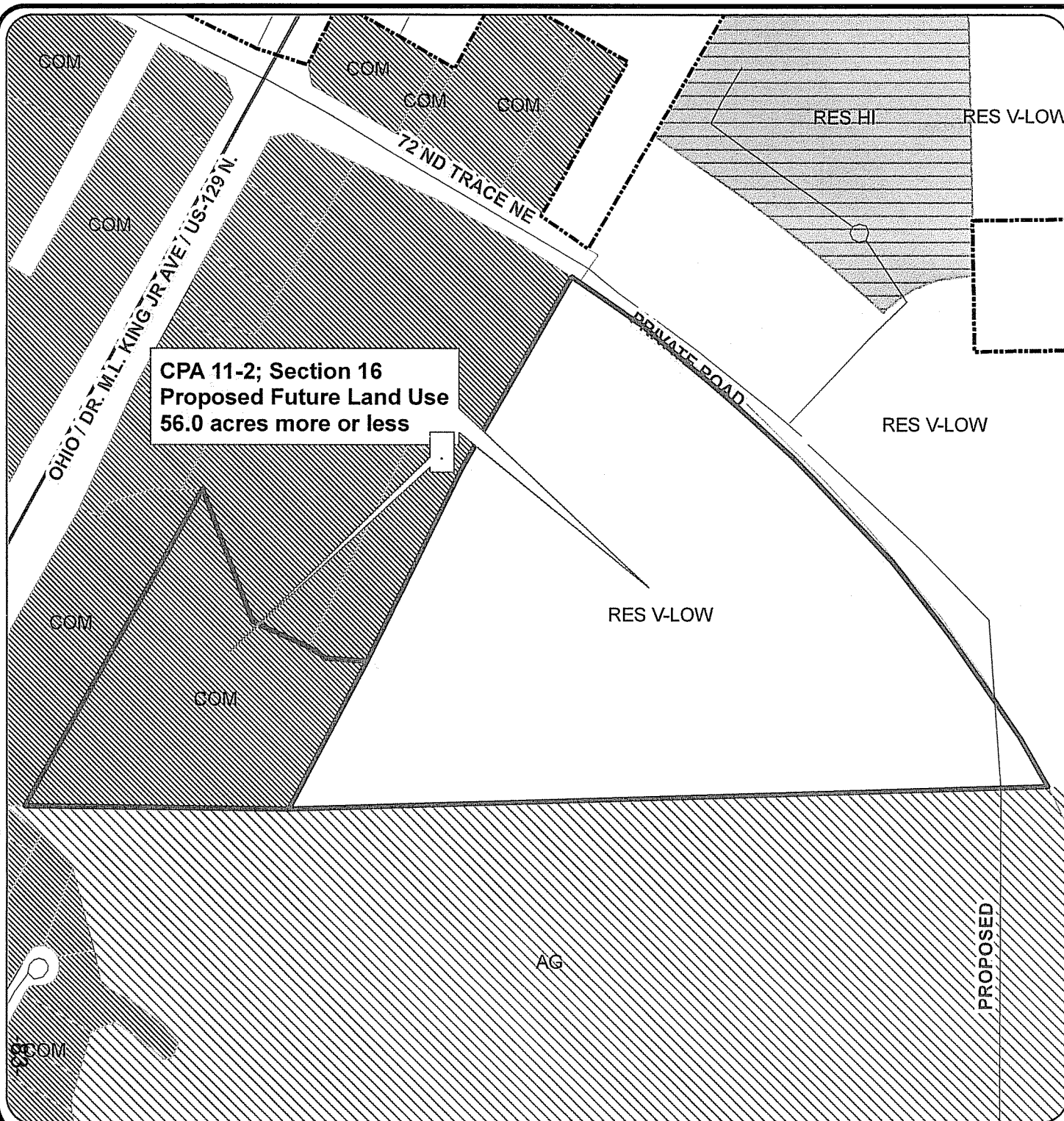
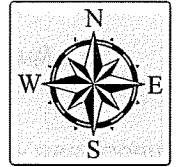
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**CPA 11-2
Amendments to the
Future Land Use Plan Map**



Legend

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**City of Live Oak Planning & Zoning
GIS Mapping**

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RES V-LOW

COM

VISTA DR NW

COM

CPA 11-2; Section 17
Proposed Future Land Use
0.35 acres more or less

COM

72 ND TRACE NW

COM

COM

COM

OHIO / DR. M.L. KING JR AVE / US-129 N.

COM

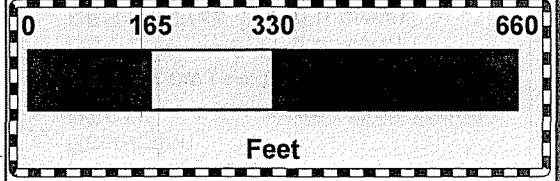
72 ND TRACE NE

COM

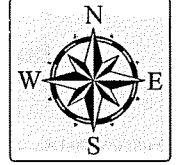
RES V-LOW

RES V-LOW

CPA 11-2 Amendments to the Future Land Use Plan Map



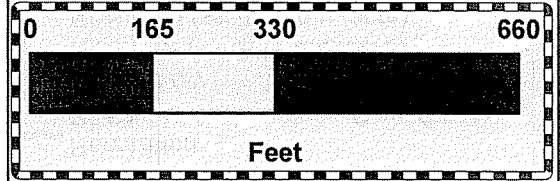
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- CityBoundary
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 - Streets
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City of Live Oak Planning & Zoning
GIS Mapping

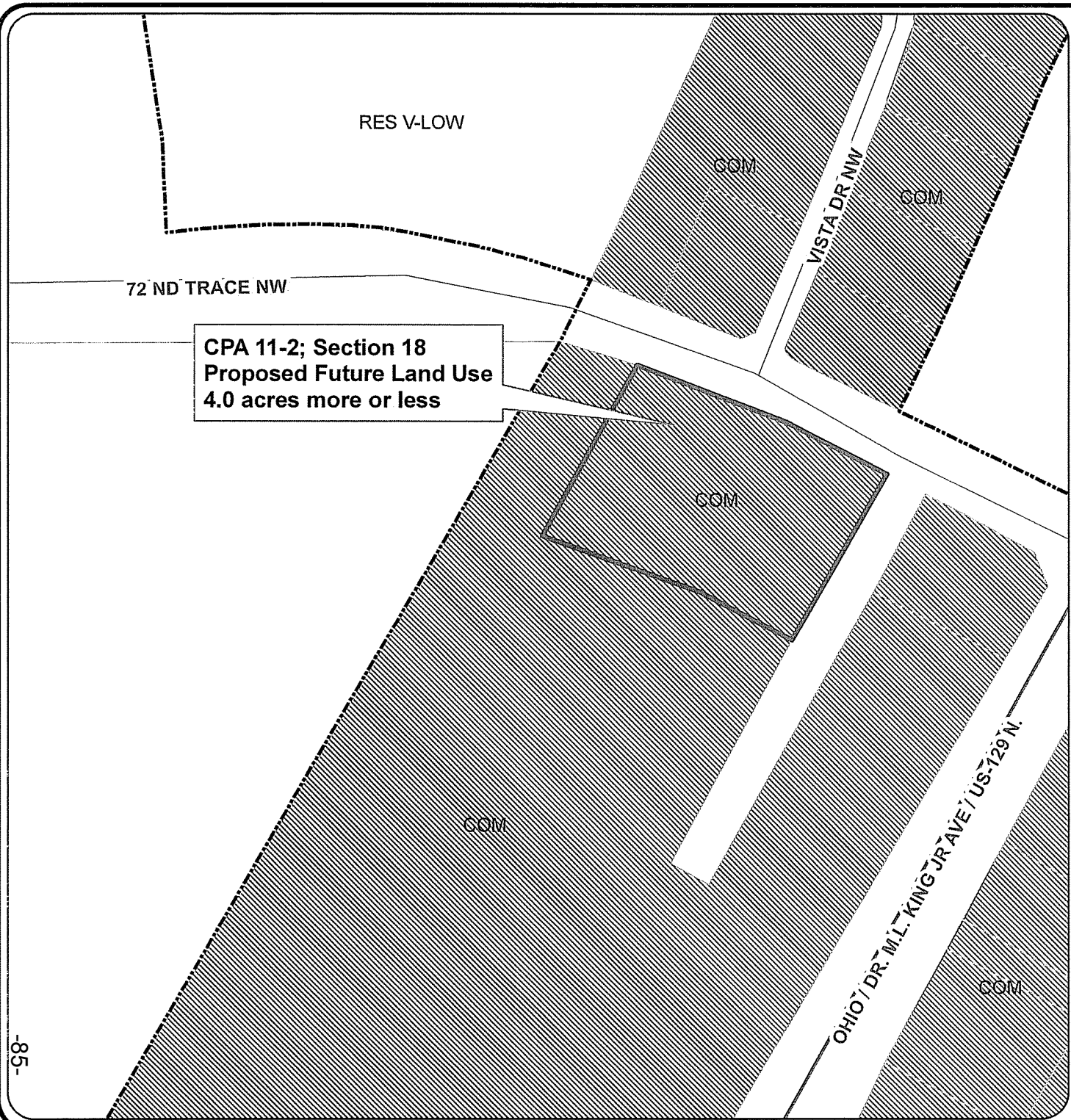
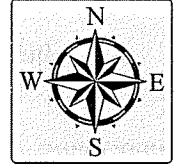
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CPA 11-2 Amendments to the Future Land Use Plan Map



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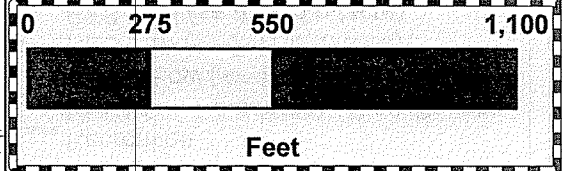
-85-

**City of Live Oak Planning & Zoning
GIS Mapping**

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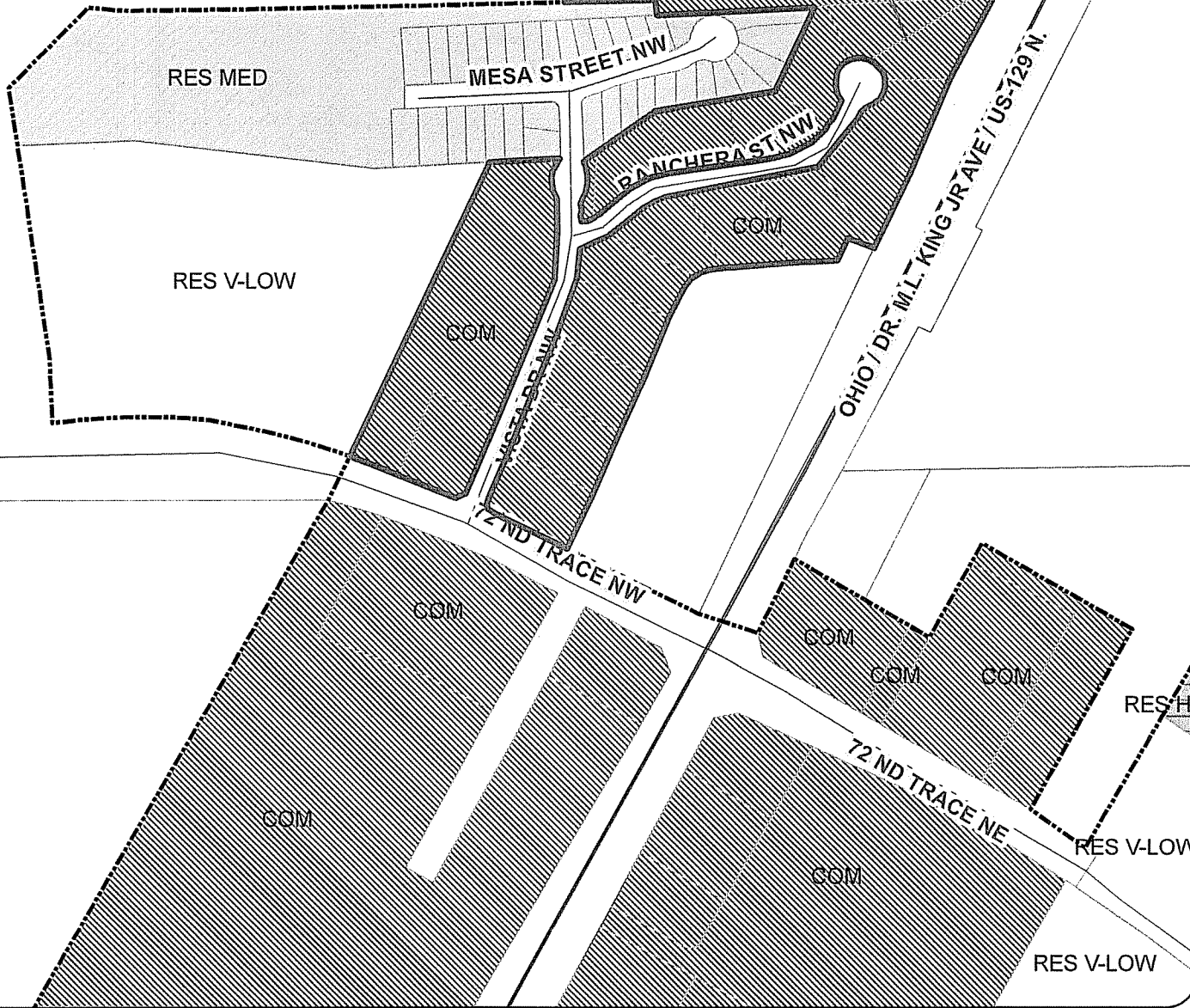
**CPA 11-2; Section 19
Proposed Future Land Use
22.03 acres more or less**

**CPA 11-2
Amendments to the
Future Land Use Plan Map**



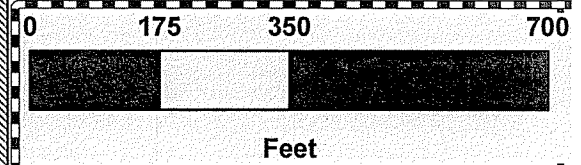
Legend

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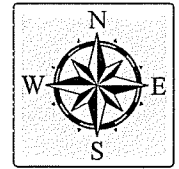


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 - RES Hi (<= 20 d.u./acre)



**CPA 11-2; Section 20
Proposed Future Land Use
1.52 acres more or less**

RES LOW

AG

COM

GRAND STREET

OHIO DR. M.L. KING JR AVE / US-729 N.

CANYON AVE

COM

COM

COM

COM

AG

COM

COM

COM

87

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**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central FL
Review Date: 3/22/12
Amendment Type: Adopted Amendment

Regional Planning Council Item No. 56
Local Government: City of Lake City
Local Government Item No. CPA 11-04
State Land Planning Agency Item No. 12-1ESR

Date Mailed to Local Government and State Land Planning Agency: 3/23/12 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENTS

City item CPA 11-04 reclassifies 11.88 acres from County Commercial Highway Interchange to City Commercial on the City Comprehensive Plan Future Land Use Plan Map (see attached).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

The subject property is located adjacent to U.S. Highway 90, which is identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. The local government data and analysis report indicates the subject property at its maximum intensity of use will generate an additional 173 p.m. peak hour trips, resulting in the adjacent road segment operating at Level of Service B, which meets the City minimum level of service standard of D for this road segment. Therefore, significant adverse impacts are not anticipated to the Regional Road Network as a result of the amendment. Furthermore, the subject property is not located within or near a Natural Resource of Regional Significance as identified and mapped in the North Central Florida Strategic Regional Policy Plan.

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendment.

Request a copy of the adopted version of the amendment?

Yes _____ No _____
Not Applicable _____X_____

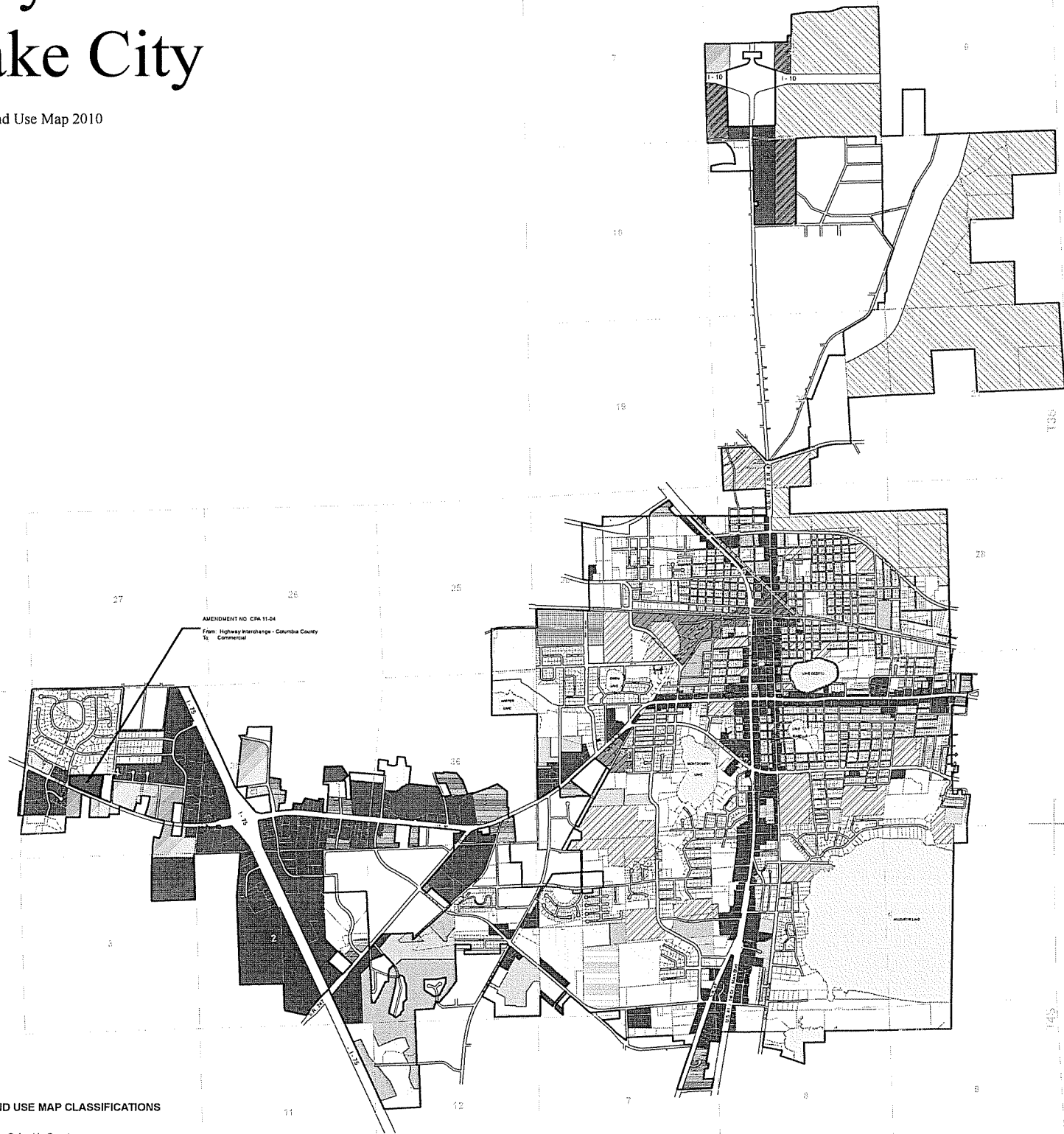
It is recommended that these findings be forwarded to the City and the Florida Department of Economic Opportunity.

City of Lake City

R15E

R17E

Future Land Use Map 2010



FUTURE LAND USE MAP CLASSIFICATIONS

- Recreation
- Recreation - Columbia County
- Public
- Public - Columbia County
- Agriculture
- Residential - Low Density ($\leq 2\text{ d u}$ per acre)
- Residential - Low Density ($\leq 2\text{ d u}$ per acre) - Columbia County
- Residential - Moderate Density ($\leq 4\text{ d u}$ per acre)
- Residential - Medium Density ($\leq 8\text{ d u}$ per acre)
- Residential Medium/High Density ($\leq 14\text{ d u}$ per acre) - Columbia County
- Residential - High Density ($\leq 20\text{ d u}$ per acre)
- Residential - High Density ($\leq 20\text{ d u}$ per acre) - Columbia County
- Commercial
- Commercial - Columbia County
- Highway Interchange - Columbia County
- Industrial

OTHER MAP FEATURES

- City Limits
- Lake
- Railroad



ADOPTED JUNE 3, 1991 BY ORDINANCE NO. 91-688
 AMENDED DECEMBER 21, 1992 BY ORDINANCE NO. 92-726
 AMENDED NOVEMBER 21, 1994 BY ORDINANCE NOS. 94-756, 94-757 AND 94-758
 AMENDED APRIL 3, 1995 BY ORDINANCE NOS. 94-759, 94-760, 94-762 AND 94-763
 AMENDED OCTOBER 2, 1995 BY ORDINANCE NO. 95-768
 AMENDED JUNE 3, 1996 BY ORDINANCE NO. 96-789
 AMENDED MAY 10, 1997 BY ORDINANCE NO. 97-800
 AMENDED MARCH 2, 1998 BY ORDINANCE NO. 98-815
 AMENDED MAY 4, 1998 BY ORDINANCE NO. 98-824
 AMENDED DECEMBER 7, 1998 BY ORDINANCE NOS. 98-839
 AMENDED JANUARY 4, 1999 BY ORDINANCE NO. 99-844
 AMENDED FEBRUARY 7, 2000 BY ORDINANCE NOS. 00-872, 00-873 AND 00-874
 AMENDED MAY 1, 2000 BY ORDINANCE NOS. 00-879 AND 00-880
 AMENDED JUNE 19, 2000 BY ORDINANCE NOS. 00-884 AND 00-885
 AMENDED APRIL 16, 2001 BY ORDINANCE NO. 01-910
 AMENDED JUNE 18, 2001 BY ORDINANCE NO. 01-917
 AMENDED OCTOBER 15, 2001 BY ORDINANCE NO. 01-921
 AMENDED NOVEMBER 5, 2001 BY ORDINANCE NOS. 01-928, 01-930, 01-932, 01-934, 01-936 AND 01-938
 AMENDED APRIL 15, 2002 BY ORDINANCE NOS. 02-940, 02-942, 02-944, 02-946, 02-948 AND 02-950
 AMENDED NOVEMBER 19, 2002 BY ORDINANCE NO. 02-971
 AMENDED FEBRUARY 18, 2003 BY ORDINANCE NO. 03-977
 AMENDED MAY 19, 2003 BY ORDINANCE NO. 03-982

AMENDED FEBRUARY 2, 2004 BY ORDINANCE NO. 04-996
 AMENDED JUNE 21, 2004 BY ORDINANCE NO. 04-1001
 AMENDED OCTOBER 4, 2004 BY ORDINANCE NO. 04-1012
 AMENDED JULY 16, 2005 BY ORDINANCE NO. 05-1030
 AMENDED MARCH 6, 2006 BY ORDINANCE NO. 06-1055
 AMENDED MARCH 20, 2006 BY ORDINANCE NO. 06-1046
 AMENDED JUNE 5, 2006 BY ORDINANCE NO. 06-1067
 AMENDED JULY 7, 2006 BY ORDINANCE NO. 06-1074
 AMENDED DECEMBER 16, 2006 BY ORDINANCE NOS. 06-1090, 06-1091 AND 06-1094
 AMENDED MARCH 5, 2007 BY ORDINANCE NO. 07-1100
 AMENDED JULY 2, 2007 BY ORDINANCE NO. 07-1119
 AMENDED OCTOBER 1, 2007 BY ORDINANCE NO. 07-1114
 AMENDED JANUARY 22, 2008 BY ORDINANCE NO. 07-1138
 AMENDED MARCH 3, 2008 BY ORDINANCE NO. 08-1141
 AMENDED NOVEMBER 3, 2008 BY ORDINANCE NOS. 08-1161, 08-1162 AND 08-1167
 AMENDED FEBRUARY 2, 2009 BY ORDINANCE NO. 09-1167
 AMENDED JULY 6, 2009 BY ORDINANCE NO. 09-1181
 AMENDED AUGUST 17, 2009 BY ORDINANCE NO. 09-1188
 AMENDED SEPTEMBER 8, 2009 BY ORDINANCE NOS. 09-1199 AND 09-1185
 AMENDED DECEMBER 7, 2009 BY ORDINANCE NOS. 09-1195
 AMENDED OCTOBER 4, 2010 BY ORDINANCE NO. 10-2004
 AMENDED MARCH 21, 2011 BY ORDINANCE NO. 11-2008
 AMENDED FEBRUARY 6, 2012 BY ORDINANCE NO. 11-2019



Source: County Property Appraiser 2010
 00101012 2010-06-01 01:00:00 AM 01/01/2010 10:00:00 AM

STAFF-LEVEL ITEMS



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Columbia • Dixie • Gilchrist
Hamilton • Lafayette • Madison
Suwannee • Taylor • Union Counties

2009 NW 67th Place, Gainesville, FL 32653 -1603 • 352.955.2200

March 7, 2012

Ms. Sandra Collins, Rural Transportation Coordinator
Florida Department of Transportation - District 2
2198 Edison Ave. - MS 2813
Jacksonville, Florida 32204

RE: Regional Review of Clearinghouse Committee Item #35:
Communities in Schools of Bradford County, Fl, Inc. - Section 5316 Grant Application
- Bradford County, Florida

Dear Ms. Collins:

The following comment is submitted on the above-referenced item in accordance Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Council procedures.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan. Please see attached comments received on this item from an affected local government.

This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200 ext. 109.

Sincerely,

Scott R. Koons, AICP
Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection

v:\chouse\letters\fdot\collins.ltr120221.35.docx



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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

DATE: 1-24-12

**REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL
COORDINATION AND RESPONSE NOTIFICATION**

PROJECT DESCRIPTION

#35 - Communities in Schools of Bradford County, Fl, Inc. - Section 5316 Grant Application -
Bradford County, Florida

The Council has received the above-referenced item for purposes of regional clearinghouse review as per Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Clearinghouse Committee Procedures. A copy of the relevant portions of the item is enclosed for your consideration. Since your organization may be affected by the item, you are offered an opportunity to comment. Your organization is not required to return this form. Failure to respond by the comment deadline will indicate that your organization has no comment on the above-referenced item.

Comment Deadline: February 17, 2012

Mailing List

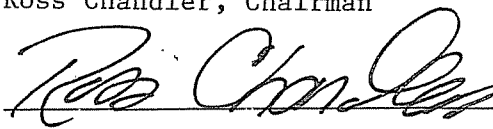
- Bradford County
- Brooker
- Hampton
- Lawtey
- Starke

NORTH CENTRAL FLORIDA
RECEIVED
FEB 08 2012
REGIONAL PLANNING COUNCIL

Bradford County Board of County Commissioners support the Communities in Schools of Bradford County, FL., Inc. - Section 5316 Grant Application - Bradford County, Florida

COMMENTS ATTACHED / above NO COMMENTS

Ross Chandler, Chairman

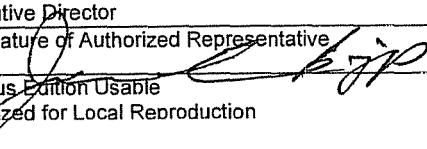
 (Name) Bradford County Board (Organization)
of County Commissoens

Anonymous comments will not be forwarded.

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

1. TYPE OF SUBMISSION: Application		2. DATE SUBMITTED 1/13/2012	Applicant Identifier
<input type="checkbox"/> Construction	<input type="checkbox"/> Pre-application	3. DATE RECEIVED BY STATE	State Application Identifier
<input checked="" type="checkbox"/> Non-Construction	<input type="checkbox"/> Construction	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
<input type="checkbox"/> Non-Construction			
5. APPLICANT INFORMATION			
Legal Name: Communities In Schools of Bradford County, Florida, Inc.		Organizational Unit: Department: Transportation	
Organizational DUNS: 063568377		Division: CISTO	
Address: Street: 707 North McMahon Street		Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: Mr First Name: James	
City: Starke		Middle Name E	
County: Bradford		Last Name Biggs	
State: Florida	Zip Code 32091	Suffix:	
Country:		Email: cisbrad@yahoo.com	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 5 9 - 3 5 8 3 5 1 7		Phone Number (give area code) (904) 964-7776	Fax Number (give area code) (904) 964-7637
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify) N/A		7. TYPE OF APPLICANT: (See back of form for Application Types) O -Not for Profit Other (specify) N/A	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 2 0 - 5 1 6 TITLE (Name of Program):		9. NAME OF FEDERAL AGENCY: N/A	
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Bradford		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: 5316 Capital -Job Access and Reverse Commute Transportation for Low Income Persons to and from Employment.	
13. PROPOSED PROJECT Start Date: 07/01/2012 Ending Date: 06/30/2013		14. CONGRESSIONAL DISTRICTS OF: a. Applicant 2 b. Project 2	
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$ 73,274 ⁰⁰	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: 01/13/2012	
b. Applicant	\$ 0 ⁰⁰	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372	
c. State	\$ 0 ⁰⁰	<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
d. Local Matching FloridaWorks	\$ 18,318 ⁰⁰	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?	
e. Other	\$ 0 ⁰⁰	<input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No	
f. Program Income	\$ 0 ⁰⁰		
g. TOTAL	\$ 91,592 ⁰⁰		
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.			
a. Authorized Representative			
Prefix Mr	First Name James	Middle Name E	Suffix
Last Name Biggs		c. Telephone Number (give area code) (904) 964-7776	
b. Title Executive Director		e. Date Signed 01/10/2012	
d. Signature of Authorized Representative 			

Previous Edition Usable
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Standard Form 424 (Rev.9-2003)
Prescribed by OMB Circular A-102

Communities In Schools of Bradford County, Florida, Inc.



Communities
In Schools

Bradford County

707 North MacMahon Street
Starke, Florida 32091
(904) 964-7776
Fax: (904) 964-7637
CISTO (904) 364-8598

EXHIBIT A-1 -- FACT SHEET

	<i>CURRENTLY</i>	<i>IF GRANT IS AWARDED (Estimated)</i>
1. Number of one-way trips provided to low-income individuals and reverse commute projects (LIRCP) PER YEAR	10,325	6,500*
2. Number of individual LIRCP served (unduplicated) PER YEAR	116	80*
3. Percentage of LIRCP needing wheelchair positions. ACTUAL	1	1
4. Number of vehicles used to provide service. ACTUAL	2	2
5. Number of ambulatory seats ACTUAL	14	12
6. Number of wheelchair positions ACTUAL	2	2
7. Vehicle miles traveled PER YEAR	46,000	46,000
8. Average vehicle miles PER DAY	120.7	120.7
9. Normal number of days in operation PER WEEK	5	5
10. Normal hours of vehicle operation PER DAY	11	11
11. Trip length AVERAGE MILES	6.67	6.67

***Grant Award milestones with FloridaWorks. CISTO expects to exceed our current numbers as unemployment remains high.**



EXHIBIT B – Proposed Project

Board of Directors

Linda Tatum, Chairperson
TATUM LUMBER COMPANY

Thomas Smith, Vice Chairperson
COLDWELL BANKER SMITH
AND SMITH REALTY

Mary Powell, Treasurer
CAPITAL CITY BANK

Linda Kay Johns, Secretary
CITY CLERK, STARKE

Dudley P. Hardy, PA
ATTORNEY AT LAW

Dr. Beth Moore
SUPERINTENDENT
BRADFORD COUNTY
SCHOOL SYSTEM

Ken Teal
BUSINESS OWNER
TEAL TILE AND CARPET

Lila Sellars
COUNTY COMMISSIONER
BRADFORD COUNTY

Wilbur Waters
CITY COMMISSIONER
CITY OF STARKE

Brad Carter
COUNTY MANAGER
BRADFORD COUNTY

Kevin Miller
BRADFORD COUNTY TELEGRAPH

Executive Director

James E. Biggs

Transportation Services – Bradford County

Communities in Schools of Bradford County, Florida, Inc. (CIS) works for the people of our community, both young and old, to connect them with our schools. Since July of 1999, CIS has been organized and committed to expanding the opportunity for Bradford County's children, their families, and other adults, to improve their education towards career goals. In just twelve years, this non-profit/charitable organization operating as a 501(C)(3), has secured over six million dollars in grants for our community to participate in these programs. To date, the programs of CIS have impacted education, transportation, victimization, employment, tutorial and counseling needs to over four thousand students and/or adults in Bradford County.

Even though Bradford County's unemployment rate is not as high compared to the rest of the state (8.7% in 2011), Residents suffer from a high rate of underemployment and poverty. National and state poverty rates are approximately 12-13%, but in the County Seat (Starke), 27.8% of the population is living in poverty. It is not that Bradford County residents don't work; it is that they don't earn enough to support their families comfortably.

This program is a critical support for residents who are willing and able to work but lack transportation. There is no other entity providing transportation in the County for this purpose and there are no city buses or other sources of public transportation in this highly rural part of central Florida. Suwannee River Economic Council provides transportation for the medically needy but does not have the capacity to provide the job access services that CISTO has been providing in Bradford County for the past 12 years. The current two vans that CISTO has from the FDOT 5316 capital grant are requiring extensive maintenance. At present the 6 passenger van has 99,000 and will approach 160,000 by next October. The mini cutaway bus currently has 65,000 miles on it and will be approaching approximately 95,000 by October 2012 (trips to date (2) vans for 2.5 years were a total of 27,532 trips). The mini bus only gets approximately 6 miles per gallon and is stressing the operating funds to the maximum (gas costs to date \$35,884 and maintenance cost to date \$13,787) In addition CISTO does not need this large of van in order to perform its operation successfully.

CISTO proposes for the Transportation Services in Bradford County to be a van pooled operation. This entitles the program to assist low income clients with their employment travel needs. Door-to-door or curb-to-curb services are managed with this type of service. The vans are in direct contact with the CIS office and the transportation coordinator through mobile phones. The CISTO project proposes to serve 80 clients with Transportation Services on an unduplicated count per year with 6,500 documented pick ups at a cost of \$160,000.00. The hours of operation will remain the same Monday through Friday from 6am to 5pm. National holidays will have transit depending on driver availability and the client's needs.

CISTO has provided this type of transportation project in conjunction with FloridaWorks for the past twelve years. It is inherent that the services provided by the local Business Services, the One-Stop Center, the Client, and the Transportation Services work cohesively. From job readiness, to job searches, to job placement up until transport to the job site, the client deserves proper, expedient and reliable guidance. Residents who are cash assistance recipients (TANF) or WIA eligible (earning under 250% of poverty) and/or receiving Food Stamps have been able to utilize the free transportation services provided by CISTO to get to employment, job readiness training, job fairs and interviews, and vocational and educational training programs.

CISTO has a history of proper on-time transport. Client satisfaction surveys suggest 95% to 100% satisfaction with areas from being on time, to being courteous, to cleanliness. CISTO has experienced positive findings on all FloridaWorks site monitoring visits. CISTO has met or exceeded its yearly transportation performance goals for the past twelve years.

All clients must register with FloridaWorks and the CIS office. Each rider will be asked to fill out a client satisfaction questionnaire every three months. Any complaints about the drivers or vans are to be reported to the Transportation Coordinator at the CIS office as quickly as possible. If there is a change of primary residence or contact phone number, it is imperative for the client to contact the Transportation Coordinator as soon as possible. The contact number is important in the event of a schedule change.

The ability to schedule and accommodate clients in a large rural area takes skill and experience. Job starting times mixed with day care times, interview times and educational activities necessitates creative and flexible employees and administrators.

CISTO has provided this type of transportation project in conjunction with FloridaWorks for the past twelve years. It is inherent that the services provided by the local Business Services, the One-Stop Center, the Client, and the Transportation Services work cohesively. From job readiness, to job searches, to job placement up until transport to the job site, the client deserves proper, expedient and reliable guidance. Residents who are cash assistance recipients (TANF) or WIA eligible (earning under 250% of poverty) and/or receiving Food Stamps have been able to utilize the free transportation services provided by CISTO to get to employment, job readiness training, job fairs and interviews, and vocational and educational training programs.



All clients must register with FloridaWorks and the CIS office. Each rider will be asked to fill out a client satisfaction questionnaire every three months. (See Attachment 1) Any complaints about the drivers or vans are to be reported to the Transportation Coordinator at the CIS office as quickly as possible. If there is a change of primary residence or contact phone number, it is imperative for the client to contact the Transportation Coordinator as soon as possible. The contact number is important in the event of a schedule change.

The ability to schedule and accommodate clients in a large rural area takes skill and experience. Job starting times mixed with day care times, interview times and educational activities necessitates creative and flexible employees and administrators.

CISTO has successfully accomplished this for FloridaWorks clients of Bradford County for twelve years.

The current staff has been properly trained in the use of wheel chair lifts, ramps, wheel chair lockdowns, child restraint seats, and the general safety while boarding the vans, by the county social service and the Starke City Police Department. All new staff will be trained in the same manner. Rules while on the CISTO Vans are as follows; children must be accompanied by a parent or legal guardian. Children must not be left unattended in the van. All persons on the van must wear seatbelts and children required by state law must be in car seats. No food or drinks shall be permitted in the vans. The Bradford County School Systems safety procedures for buses is used by the CISTO program.

CISTO coordinates with the Bradford County Road Department in order to provide the purchase “bid price” of gasoline for the vehicles. The vehicles receive regularly scheduled maintenance through the local Chrysler dealership. The vehicle maintenance is scheduled around client pick-ups in order to avoid interruptions in service. The drivers perform daily walk-arounds to ensure all vehicle systems are functional. (See Attachment 2) The transportation coordinator provides “random” checks of the vans for cleanliness and proper functioning of all safety equipment. (See Attachment 3)

Organizational Capacity to Provide Transportation Services for Bradford County

Communities in Schools of Bradford County, Florida, Inc. serves Bradford County residents in a variety of ways. This 501(c)(3) runs programs to help youth become successful in school as a means for improved rates of economic success in the future, but CIS also delivers a transportation program called CISTO to help low-income adults achieve their employment goals. This program is a critical support for residents who are willing and able to work but lack transportation. There is no other entity providing transportation in Bradford County for this purpose and there are no city buses or other sources of public transportation in this highly rural part of North Central Florida. Suwannee River Economic Council provides transportation for the medically needy but does not have the capacity to provide the job access services that CISTO has been providing in Bradford County for the past twelve years.

CISTO “partners” with the regional workforce board, FloridaWorks, to deliver this service. (See Attachment 4 for matching agreement letter) FloridaWorks cites three primary barriers to employment: housing, child care, and transportation. Funding CISTO’s transportation program was one way to support Bradford County residents getting to work. Residents who are cash assistance recipients (TANF) or WIA eligible (earning under 250% of poverty) have been able to utilize the free transportation service provided by CISTO to get to employment, job readiness training, job fairs, interviews, and vocational/educational training programs. From its inception in 1999- 2000 grant year until 2011-2012 grant year, funding for CISTO’s activities has been entirely through FloridaWorks.

The twelve year mission of CISTO has been to provide the transportation that is necessary for unemployed, underemployed and qualified clients with educational needs to become sufficient, productive members of society.

A. Staffing – CISTO

The CISTO Project will be staffed with existing personnel upon a funding pattern consistent with the 2011-2012 grant funding.

CISTO currently has an existing personnel policy manual derived from the Bradford County School Board policy handbook with drug-free work place commitments. (See Attachment 5)

Should there be a vacancy in the future; CIS will post those jobs with FloridaWorks. All possible efforts will be made to fill jobs through cooperative efforts with the One-Stop Center.

1. Staffing Pattern Used to Deliver Service and Management of Project

The CISTO program will consist of a Board of Directors, one Executive Director (part-time), one Executive Assistant/back-up Coordinator/Dispatcher (part-time), one Transportation Coordinator/Dispatcher (full-time), three (3) Van Drivers (two full-time and one part-time).

2. Job Descriptions

The Board of Directors will be responsible for the general oversight of the entire CISTO program. They will provide leadership and guidance through existing or proposed policy through a majority of the Board or its executive committee on a monthly basis.

The Executive Director, acting as an arm of the Board of Directors, will oversee the project. The responsibilities will include, but not be limited to, grant expenditures, hiring and annual formal evaluation of staff, daily and weekly monitoring of the transportation goals, and assuring that all grant requirements are met.

The Executive Assistant/ Back-up Dispatcher will maintain and continue the bookkeeping program and provide detailed documentation on all income, expenditures and encumbrances. In addition, the Finance Assistant will provide monthly reports to the Board of Directors via the Treasurer's Report for Board action. FloridaWorks will be provided an annual audit, and all reports. The assistance in all areas of dispatching and general coordination of the program is crucial for continuity of the project.

The Transportation Coordinator/Dispatcher will maintain and continue all aspects of the work plan during the 2012-2013 contracts. Emphasis will be placed on providing a safe and functional transit program for all CISTO clients to improve their quality of employment.

- Maintain tracking of all clients and data (daily route tickets - *See Attachment 6* , master schedule, cleanliness and safety checks, and maintenance) critical to the transportation program.
- Continue to collaborate with the Career Manager at the FloridaWorks One-Stop Career and the Adult Education Program at the Bradford-Union Career Technical Center on any transportation issues.
- Provide necessary data for the Finance Assistant, Executive Director, Board of Directors, and FloridaWorks.
- Attend monthly board meetings and deliver any pertinent reports and/or updates on the CISTO program.
- Schedule and coordinate the day to day pick-ups and assure that van inactivity will be at a minimum
- Attend the quarterly Bradford County Transportation Disadvantaged Board Meetings in order to meet with the other transportation providers, such as Suwannee River Economic Council, Inc. and The ARC of Bradford County. This strengthens CISTO's place in the county as a knowledgeable transportation agent.
- Make certain brochures of services provided are available at places frequented by FloridaWorks clients; such as all four assisted living apartment complexes, the Health Department, FloridaWorks One Stop Center, and the Bradford-Union Career Technical Center.
- Provide FloridaWorks with all data such as monthly and quarterly reports depicting pick-ups and clients served.
- Continue having public announcements made on the local radio station (WEAG 106.3) and in the local newspaper (Bradford Telegraph) describing the transportation services provided.

The Van Drivers will be hired consistent with the job descriptions of the Bradford County School Board bus drivers.

- Good knowledge of Bradford County, and traffic and highway safety rules and regulations and of the precautions necessary to avoid accidents is required.
- Ability to operate light and/or heavy duty school buses in a safe and economical way.
- Ability to understand and carry out instructions.
- Ability to exercise appropriate disciplinary techniques.
- Comply with all state and local traffic laws, as well as CISTO and School Board policies and procedures relative to the safe operation of a van/school bus.
- Assume responsibility for the safety of his/her passengers including loading and unloading.
- Possess a current and accident-free Florida Driver's License.
- CDL Endorsements are not required to CISTO drivers this program has specified clients and no fares, therefore, no commercial status.

3. **Qualifications**

The **Executive Director** is a 38-year professional career educator who has also run private corporations, and is felt to possess the skills necessary to administer this program.

The **Executive Assistant/Back-up Coordinator/Back-up Dispatcher** has been functional with CIS for the last seven years. This position is responsible for finance and over sight management of all programs.

The **Transportation Coordinator/Dispatcher** has currently served in this capacity for the past five (5) grant periods. She has consistently met or exceeded the program goals in her evaluation yearly. Her reports and demeanor with clients ranks in the superior category.



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March 7, 2012

Ms. Sandra Collins, Rural Transportation Coordinator
Florida Department of Transportation - District 2
2198 Edison Ave. - MS 2813
Jacksonville, Florida 32204

RE: Regional Review of Clearinghouse Committee Item #36:
Industrial Complex of Raiford - Section 5316 Grant Application
- Union County, Florida

Dear Ms. Collins:

The following comment is submitted on the above-referenced item in accordance Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Council procedures.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200 ext. 109.

Sincerely,

Scott R. Koons, AICP
Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection
Lana Michelle Thornton, Industrial Complex of Raiford
Kevin M. Kuzel, Grant Proposal Services

v:\chouse\letters\fdot\collins.ltr120221.36.docx


APPLICATION FOR FEDERAL ASSISTANCE		Standard Form 424 - Version 7/03 (Rev. 9-2003); Prescribed by OMB Circular A-102	
1. TYPE OF SUBMISSION:			
Application – place an x in the box <input type="checkbox"/> construction <input checked="" type="checkbox"/> non-construction		Pre-application – place an x in the box <input type="checkbox"/> construction <input type="checkbox"/> non-construction	
2. DATE SUBMITTED - January 13, 2012		Applicant Identifier	
3. DATE RECEIVED BY STATE		State Application Identifier	
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	
5. APPLICANT INFORMATION			
Legal Name: Industrial Complex of Raiford		Organizational Unit: N/A	
Organizational DUNS: 362042897		Division: N/A	
Address: P.O. Box 368 Raiford, FL 32083		Name and telephone number of person to be contacted on matters involving this application:	
Street: County Rd. 229		Prefix: Ms. First Name: Lana	
City: Raiford		Middle Name: Michelle	
County: Union		Last Name: Thornton	
State: Florida		Zip Code: 32083	
Country: USA		Suffix:	
Email: icr32083@yahoo.com		Phone Number: (386) 431-1898	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-2134008		Fax Number: (386) 431-1993	
8. TYPE OF APPLICATION: NEW		7. TYPE OF APPLICANT: O. Not-for-Profit Organization - 501(C)(3)	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-516 TITLE (Name of Program): Job Access and Reverse Commute Program (JARC)		9. NAME OF FEDERAL AGENCY: Federal Transit Administration	
12. AREAS AFFECTED BY PROJECT: Union County, Florida		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Operating Assistance for Transportation of low-income Developmentally Disabled Adults commuting to training / jobs in or near Union County, Florida	
13. PROPOSED PROJECT Start Date: Oct. 1, 2012 End Date: Sept. 30, 2013		14. CONGRESSIONAL DISTRICTS OF: a. Applicant: 4 b. Project: 4	
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$ 62,642	.00	a. YES. THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: January 13, 2012
b. Applicant	\$ 62,642	.00	
c. State	\$ 0	.00	
d. Local	\$ 0	.00	
e. Other	\$ 0	.00	
f. Program Income	\$ 0	.00	
g. TOTAL	\$ 125,284	.00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? NO
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.			
a. Authorized Representative			
Prefix: Ms.		First Name: Lana	Middle Name: Michelle
Last Name: Thornton		Suffix: n/a	
b. Title: Assistant Executive Director, ICR		c. Telephone Number: (386) 431-1898	
d. Signature of Authorized Representative: 		e. Date Signed: January 13, 2012	

EXHIBIT A-1 FACT SHEET

For APPLICATION for 5316 (JARC) Program

	CURRENTLY	IF GRANT IS AWARDED (Estimates are acceptable)																																
1. Number of total one-way trips served by the agency (for all purposes): PER YEAR*	11,700	12,050																																
2. Number of JARC (5316) Program one-way trips served by the agency: PER YEAR*	11,550	11,900																																
3. Number of unduplicated individuals served (first ride per rider per year): PER YEAR	33	35																																
4. Number of vehicles used for JARC service: ACTUAL	2	2																																
5. Number of vehicles used to provide JARC service eligible for replacement: ACTUAL	2	2																																
6. Vehicle MILES traveled to provide JARC service: PER YEAR	44,943	46,300																																
7. Normal JARC (5316) Program vehicle service hours: PER WEEK	<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">M – F</td> <td style="width: 15%; text-align: right;">25</td> <td style="width: 15%;">M – F</td> <td style="width: 15%; text-align: right;">27</td> </tr> <tr> <td>SATURDAY</td> <td style="text-align: right;">0</td> <td>SATURDAY</td> <td style="text-align: right;">0</td> </tr> <tr> <td>SUNDAY</td> <td style="text-align: right;">0</td> <td>SUNDAY</td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="2" style="text-align: right;">TOTAL (Week)</td> <td colspan="2" style="text-align: right;">25</td> </tr> </table>	M – F	25	M – F	27	SATURDAY	0	SATURDAY	0	SUNDAY	0	SUNDAY	0	TOTAL (Week)		25		<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">M – F</td> <td style="width: 15%; text-align: right;">27</td> <td style="width: 15%;">M – F</td> <td style="width: 15%; text-align: right;">27</td> </tr> <tr> <td>SATURDAY</td> <td style="text-align: right;">0</td> <td>SATURDAY</td> <td style="text-align: right;">0</td> </tr> <tr> <td>SUNDAY</td> <td style="text-align: right;">0</td> <td>SUNDAY</td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="2" style="text-align: right;">TOTAL (Week)</td> <td colspan="2" style="text-align: right;">27</td> </tr> </table>	M – F	27	M – F	27	SATURDAY	0	SATURDAY	0	SUNDAY	0	SUNDAY	0	TOTAL (Week)		27	
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TOTAL (Week)		25																																
M – F	27	M – F	27																															
SATURDAY	0	SATURDAY	0																															
SUNDAY	0	SUNDAY	0																															
TOTAL (Week)		27																																
8. Normal number of days JARC vehicles are in operation: PER WEEK	5	5																																

* One way passenger trip is the unit of service provided each time a passenger enters the vehicle, is transported, and then exits the vehicle. Each different destination would constitute a passenger trip.

FORM B-1

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

Fiscal period from October 1, 2010 to September 30, 2011

EXPENSE CATEGORY	TOTAL EXPENSE	FTA ELIGIBLE EXPENSE
Labor (501)	\$ 19,001.89	\$ 19,001.89
Fringe and Benefits (502)	0.00	0.00
Services (503)	0.00	0.00
Materials and Supplies (504)	0.00	0.00
Vehicle Maintenance (504.01)	24,833.68	24,833.68
Utilities (505)	10,318.73	10,318.73
Insurance (506)	4,257.64	4,257.64
Licenses and Taxes (507)	1,024.90	1,024.90
Purchased Transit Service (508)	0.00	0.00
Miscellaneous (509)	62,495.70	62,495.70
Leases and Rentals (512)	3,351.60	3,351.60
Depreciation (513)	0.00	
TOTAL	\$ 125,284.14	\$ 125,284.14 (a)

SECTION 5316 GRANT REQUEST

Total FTA Eligible Expenses (<i>from Form B-1, above</i>)	\$ 125,284.14 (a)
Rural Passenger Fares (<i>from Form B-2</i>)	\$ 0.00 (b)
Operating Deficit [FTA Eligible Expenses (a) minus Rural Passenger Fares (b)]	\$ 125,284.14 (c)
Section 5316 Grant Request (No more than 50% of Operating Deficit)	\$ 62,642.07 (d)
Grand Total Revenues (<i>from Form B-2</i>)	\$ 50,560.83 *(e)

Note 1: If Grand Total Revenues (e) exceeds FTA Eligible Expenses (a), reduce the Section 5316 Request (d) by that amount.

Note 2: "Leases and Rentals" includes amount based on floor space used *only* for D.O.T. related Administration.

FORM B-2

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES

APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

Fiscal period from October 1, 2010 to September 30, 2011

OPERATING REVENUE CATEGORY	TOTAL REVENUE	REVENUE USED AS FTA MATCH
Passenger Fares for Transit Service (401)	Total = \$ Rural =\$ 0.00 (b)	
Special Transit Fares (402)	0.00	0.00
School Bus Service Revenues (403)	0.00	
Freight Tariffs (404)	0.00	0.00
Charter Service Revenues (405)	0.00	
Auxiliary Transportation Revenues (406)	0.00	0.00
Non-transportation Revenues (407)	0.00	0.00
Total Operating Revenue	\$ 0.00	\$ 0.00
OTHER REVENUE CATEGORY		
Taxes Levied directly by the Transit System (408)	0.00	0.00
Local Cash Grants and Reimbursements (409)	0.00	0.00
Local Special Fare Assistance (410)	0.00	0.00
State Cash Grants and Reimbursements (411)	0.00	0.00
State Special Fare Assistance (412)	\$ 50,560.83	\$ 50,560.83
Federal Cash Grants and Reimbursements (413)	0.00	0.00
Interest Income (414)	0.00	0.00
Contributed Services (430)	0.00	0.00
Contributed Cash (431)	0.00	0.00
Subsidy from Other Sectors of Operations (440)	0.00	0.00
Total of Other Revenue	\$ 50,560.83	\$ 50,560.83
GRAND TOTAL ALL REVENUE	\$ 50,560.83	\$ 50,560.83 (e)

Note: See the appendix for an explanation of these categories.

Exhibit B PROPOSED PROJECT DESCRIPTION

- 1) The upgrade project will allow the current transporting service to continue, allow for expansion, and make possible the opportunity to supplement the services of the CTC in nearby Lake Butler (Union Co., FL). The 5316 Operating Assistance Grant award would be used to allow for better maintenance, training, and administration of the transportation program at the Industrial Complex of Raiford (ICR). The 5316 Capital Assistance Grant award (recently received) will make possible the replacement of worn out vehicles, and add powered wheelchair lifts to better serve those that are also partially or completely non-ambulatory – when a vehicle purchase contract is finally in place. ICR is seeking the 2012 5316 Program Operating Assistance Grant to bolster safety, efficiency, and operational capability. Grant funding would also allow ICR to be ready for safer and more reliable service to the mentally disabled (many of whom are from low income backgrounds) further away from its facility and provide an option for supplementing the operations of the CTC. There is no plan or need at this time to increase daily service hours or operating days to include Saturday and Sunday.
- 2) ICR's transportation service is presently not able to efficiently serve partially or completely non-ambulatory mentally disabled trainees, and the present condition of the vans, including the interior, is poor. Procuring new equipment (both vans and powered lifts), and increased funding to better cover transportation operating costs will allow for the level of service that ICR would like to attain in providing vocational training and job access. Recent census data shows that there are over 400 non-institutionalized mentally disabled adults residing in Union County. At this time, ICR serves 33 of these residents, but has the capacity for more, though it is not allowed to aggressively seek additional vocational trainees.
- 3) *Included in this proposal is the required service map showing present service which currently is within 30 miles (only in Union County). Currently, routing is restricted to residential facilities for the mentally disabled near Raiford and Lake Butler. Increased [reliable] transportation capacity will allow for commutes to the extremities of the county and perhaps beyond. ICR is not a dedicated transportation organization, but a vocational training and jobs facility for the mentally disabled*
- 4) Current census data shows over 400 mentally handicapped adults (non-institutionalized) in Union County which is the current *target* population for ICR and its transportation capability. We estimate that at least 36 could be easily served with almost 12,000 one way trips provided per year. (ref: Form A-1)
- 5) ICR presently serves disabled adults that are referred to ICR for basic jobs skills training from the Union County School District by agreement with the County School Board. The same disabled adults are served by ICR and its transportation infrastructure every day (Monday – Friday). All trainee/workers at the school are – and will be – served by ICR's transportation and further tracking is not needed.

- 6) ICR's transportation system has not been tasked in the past to fill in gaps in the service provided by other transportation services in Union County, unless ICR's transportation assets can be considered to be filling a gap for the Union County CTC, A & A Transport, Inc.
- 7) ICR has both the task of training adults with diminished mental capacity and transporting them. The transportation of these adults removes the burden of their families to provide this service to and from training that allows them to become more productive citizens.
- 8) ICR's transportation service is listed in Union County, Florida's 2012 Transportation Disadvantaged Service Plan as being a contractor for the Union County, FL CTC, A & A Transport, Inc., and shown in pages 6, 17 - 31 of that plan.
- 9) Cost of the service was based on data from financial documents for the fiscal year 2011 (enclosed with this Grant Proposal) and from ICR transportation data from that period.
- 10) *Not applicable to this 5316 grant request.* However, a recent grant award will be used to *replace* an aging van and provide the much needed addition of a powered wheelchair lift for the new van for non-ambulatory clients. Both vans that are presently being used have high-mileage with interiors that are in poor condition.
- 11) *Not applicable to this 5316 Operating Assistance Grant Application.*
- 12) All maintenance for transportation vehicles at ICR is outsourced. Wheel / Tire maintenance and engine repairs are accomplished by Mosley Tire (Starke, FL), Oil / Fluid maintenance is provided by Revels Fast Lube (Starke, FL), and Douglas Battery Co. (Starke, FL) provides battery maintenance and replacement. This will remain as the maintenance plan for new equipment.
- 13) *Not applicable.*
- 14) Industrial Complex of Raiford is a private non-profit agency, under IRS designation 501(C)(3). Employees of ICR are not represented by a union. This purpose of this project is to *maintain or enhance the reliability of ICR's transportation component that provides mobility for developmentally disabled adults in rural Union County, Florida – between their residences and ICR, their basic skills training center and job provider.*
- 15) The provider of matching funds for this grant is delineated in an attached letter included in the back of this grant proposal.
- 16) The transportation service component of ICR is operational during the time frame - 8:00 am to 4:00 pm., approx. 4 hours per day, 5 days per week. Safety and proficiency training on new vans and wheelchair lift mechanisms will be mandatory for all drivers (approximately 2 hours per driver). Maintenance records are – and will be – kept on file for all vehicles in order to better manage reliability and equipment longevity. There are no present CDL requirements. A recent resolution of ICR's Board of Directors has made random drug testing mandatory for *all* employees. All requirements associated with receiving 5316 Grant funds will be met.



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March 7, 2012

Ms. Sandra Collins, Rural Transportation Coordinator
Florida Department of Transportation - District 2
2198 Edison Ave. - MS 2813
Jacksonville, Florida 32204

RE: Regional Review of Clearinghouse Committee Item #37:
Industrial Complex of Raiford - Section 5317 Grant Application
- Union County, Florida

Dear Ms. Collins:

The following comment is submitted on the above-referenced item in accordance Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Council procedures.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200 ext. 109.

Sincerely,

Scott R. Koons, AICP
Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection
Lana Michelle Thornton, Industrial Complex of Raiford
Kevin M. Kuzel, Grant Proposal Services

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APPLICATION FOR FEDERAL ASSISTANCE		Standard Form 424 - Version 7/03 (Rev. 9-2003); Prescribed by OMB Circular A-102	
1. TYPE OF SUBMISSION:			
Application - place an x in the box <input type="checkbox"/> construction <input checked="" type="checkbox"/> non-construction		Pre-application -- place an x in the box <input type="checkbox"/> construction <input type="checkbox"/> non-construction N/A	
2. DATE SUBMITTED - January 13, 2012		Applicant Identifier	
3. DATE RECEIVED BY STATE		State Application Identifier	
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	
5. APPLICANT INFORMATION			
Legal Name: Industrial Complex of Raiford		Organizational Unit: N/A	
Organizational DUNS: 362042897		Division: N/A	
Address: P.O. Box 368 Raiford, FL 32083		Name and telephone number of person to be contacted on matters involving this application:	
Street: County Rd. 229		Prefix: Ms. First Name: Lana	
City: Raiford		Middle Name: Michelle	
County: Union		Last Name: Thornton	
State: Florida		Zip Code: 32083	
Country: USA		Suffix:	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-2134008		Email: icr32083@yahoo.com	
Fax Number: (386) 431-1993		Phone Number: (386) 431-1898	
8. TYPE OF APPLICATION: NEW		7. TYPE OF APPLICANT: O. Not-for-Profit Organization - 501(C)(3)	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-521 TITLE (Name of Program): "New Freedom Program"		9. NAME OF FEDERAL AGENCY: Federal Transit Administration	
12. AREAS AFFECTED BY PROJECT: Union County, Florida		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Operating Assistance for Transportation of low-income Developmentally Disabled Adults commuting to training / jobs in or near Union County, Florida	
13. PROPOSED PROJECT Start Date: Oct. 1, 2012 End Date: Sept. 30, 2013		14. CONGRESSIONAL DISTRICTS OF: a. Applicant: 4 b. Project: 4	
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$ 62,642	.00	a. YES. THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: January , 2012
b. Applicant	\$ 62,642	.00	
c. State	\$ 0	.00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? NO
d. Local	\$ 0	.00	
e. Other	\$ 0	.00	
f. Program Income	\$ 0	.00	
g. TOTAL	\$ 125,284	.00	
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.			
a. Authorized Representative			
Prefix: Ms.		First Name: Lana	Middle Name: Michelle
Last Name: Thornton		Suffix: n/a	
b. Title: Assistant Executive Director, ICR		c. Telephone Number: (386) 431-1898	
d. Signature of Authorized Representative: 		e. Date Signed: January 13, 2012	

EXHIBIT A-1 FACT SHEET

For all 5317 (New Freedom Program) Applicants

	CURRENTLY	IF GRANT IS AWARDED (Estimates are acceptable)																																								
1. Number of total one-way trips served by the agency (for all purposes) PER YEAR*	11,700	12,050																																								
2. Number of one-way passenger trips provided for New Freedom Service PER YEAR*	11,550	11,900																																								
3. Number of unduplicated individuals served (first ride per rider per year) PER YEAR	33	35																																								
4. Number of vehicles used for New Freedom Program service ACTUAL	2	2																																								
5. Vehicle miles traveled for New Freedom service PER YEAR	44,943	46,300																																								
6. Normal vehicle hours in operation for New Freedom Program service PER WEEK	<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">M – F</td> <td style="width: 15%; text-align: center;">25</td> <td style="width: 15%;">M – F</td> <td style="width: 15%; text-align: center;">27</td> </tr> <tr> <td>SATURDAY</td> <td style="text-align: center;">0</td> <td>SATURDAY</td> <td style="text-align: center;">0</td> </tr> <tr> <td>SUNDAY</td> <td style="text-align: center;">0</td> <td>SUNDAY</td> <td style="text-align: center;">0</td> </tr> <tr> <td colspan="2">TOTAL (Week)</td> <td colspan="2">TOTAL (Week)</td> </tr> <tr> <td></td> <td style="text-align: center;">25</td> <td></td> <td style="text-align: center;">27</td> </tr> </table>	M – F	25	M – F	27	SATURDAY	0	SATURDAY	0	SUNDAY	0	SUNDAY	0	TOTAL (Week)		TOTAL (Week)			25		27	<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">M – F</td> <td style="width: 15%; text-align: center;">27</td> <td style="width: 15%;">M – F</td> <td style="width: 15%; text-align: center;">27</td> </tr> <tr> <td>SATURDAY</td> <td style="text-align: center;">0</td> <td>SATURDAY</td> <td style="text-align: center;">0</td> </tr> <tr> <td>SUNDAY</td> <td style="text-align: center;">0</td> <td>SUNDAY</td> <td style="text-align: center;">0</td> </tr> <tr> <td colspan="2">TOTAL (Week)</td> <td colspan="2">TOTAL (Week)</td> </tr> <tr> <td></td> <td style="text-align: center;">27</td> <td></td> <td style="text-align: center;">27</td> </tr> </table>	M – F	27	M – F	27	SATURDAY	0	SATURDAY	0	SUNDAY	0	SUNDAY	0	TOTAL (Week)		TOTAL (Week)			27		27
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8. Trip length (round trip) for New Freedom service AVERAGE	20	20 - 25																																								

* One way passenger trip is the unit of service provided each time a passenger enters the vehicle, is transported, and then exits the vehicle. Each different destination would constitute a passenger trip.

FORM B-1

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

Fiscal period from October 1, 2010 to September 30, 2011

EXPENSE CATEGORY	TOTAL EXPENSE	FTA ELIGIBLE EXPENSE
Labor (501)	\$ 19,001.89	\$ 19,001.89
Fringe and Benefits (502)	0.00	0.00
Services (503)	0.00	0.00
Materials and Supplies (504)	0.00	0.00
Vehicle Maintenance (504.01)	24,833.68	24,833.68
Utilities (505)	10,318.73	10,318.73
Insurance (506)	4,257.64	4,257.64
Licenses and Taxes (507)	1,024.90	1,024.90
Purchased Transit Service (508)	0.00	0.00
Miscellaneous (509)	62,495.70	62,495.70
Leases and Rentals (512)	3,351.60	3,351.60
Depreciation (513)	0.00	
TOTAL	\$ 125,284.14	\$ 125,284.14 (a)

SECTION 5317 GRANT REQUEST

Total FTA Eligible Expenses (<i>from Form B-1, above</i>)	\$ 125,284.14 (a)
Rural Passenger Fares (<i>from Form B-2</i>)	\$ 0.00 (b)
Operating Deficit [FTA Eligible Expenses (a) minus Rural Passenger Fares (b)]	\$ 125,284.14 (c)
Section 5317 Grant Request (No more than 50% of Operating Deficit)	\$ 62,642.07 (d)
Grand Total Revenues (<i>from Form B-2</i>)	\$ 50,560.83 *(e)

Note 1: If Grand Total Revenues (e) exceeds FTA Eligible Expenses (a), reduce the Section 5317 Request (d) by that amount.

Note 2: "Leases and Rentals" includes amount based on floor space used *only* for D.O.T. related Administration.

FORM B-2**TRANSPORTATION-RELATED OPERATING and
ADMINISTRATIVE REVENUES**

APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

Fiscal period from October 1, 2010 to September 30, 2011

OPERATING REVENUE CATEGORY	TOTAL REVENUE	REVENUE USED AS FTA MATCH
Passenger Fares for Transit Service (401)	Total = \$ Rural = \$ 0.00 (b)	
Special Transit Fares (402)	0.00	0.00
School Bus Service Revenues (403)	0.00	
Freight Tariffs (404)	0.00	0.00
Charter Service Revenues (405)	0.00	
Auxiliary Transportation Revenues (406)	0.00	0.00
Non-transportation Revenues (407)	0.00	0.00
Total Operating Revenue	\$ 0.00	\$ 0.00
OTHER REVENUE CATEGORY		
Taxes Levied directly by the Transit System (408)	0.00	0.00
Local Cash Grants and Reimbursements (409)	0.00	0.00
Local Special Fare Assistance (410)	0.00	0.00
State Cash Grants and Reimbursements (411)	0.00	0.00
State Special Fare Assistance (412)	50,560.83	50,560.83
Federal Cash Grants and Reimbursements (413)	0.00	0.00
Interest Income (414)	0.00	0.00
Contributed Services (430)	0.00	0.00
Contributed Cash (431)	0.00	0.00
Subsidy from Other Sectors of Operations (440)	0.00	0.00
Total of Other Revenue	\$ 50,560.83	\$ 50,560.83
GRAND TOTAL ALL REVENUE	\$ 50,560.83	\$ 50,560.83 (e)

Exhibit B PROPOSED PROJECT DESCRIPTION

- 1) The upgrade project will allow the present transporting service to continue, allow for expansion, and make possible the opportunity to supplement the services of the CTC in nearby Lake Butler (Union Co., FL). The 5317 Operating Assistance Grant award would be used to allow for better maintenance, training, and administration of the transportation program at the Industrial Complex of Raiford (ICR). The 5316 Capital Assistance Grant (awarded in 2010) will make possible the replacement of one of the two worn out vehicles, add powered wheelchair lifts to better serve those that are also partially or completely non-ambulatory, and bolster safety, efficiency, and operational capability. Grant funding would also allow ICR to be ready for safer and more reliable service to the mentally disabled (many of whom are from low income backgrounds) further away from it's facility and provide an option for supplementing the operations of the CTC, if needed.**
- 2) Recent census data shows that there are over 400 non-institutionalized mentally disabled adults residing in Union County. At this time, ICR serves 33 of these residents, but has the capacity for more, though it is not allowed to aggressively seek additional vocational trainees. ICR does not provide a fixed route / scheduled transit system, but, as intended by the 5317 New Freedom Program, provides paratransit service outside the routes and ¾ mile stipulations of the Americans with Disabilities Act (ADA), and provides to ICR's vocational trainees / workers same-day service to and from their residences.**
- 3) *Included in this proposal is the required service map showing present service which currently is within 30 miles (only in Union County). Currently, routing is restricted to residential facilities for the mentally disabled near Raiford and Lake Butler. More reliable transportation assets will allow for commutes to the extremities of the county and perhaps beyond. Since ICR does not provide regular service along fixed routes, route maps are not provided.***
- 4) Current census data shows over 400 mentally handicapped adults (non-institutionalized) in Union County which is the current *target* population for ICR and it's transportation capability. We estimate that at least 35 could be easily served with approximately 12,050 one way trips per year. (ref: Form A-1)**
- 5) The gap in CTC (A & A Transport, Inc.) transit service for adult mentally disabled vocational trainees is filled by ICR's transportation assets.**
- 6) The 2000 Census reveals that approximately 9.7% of Union County, FL Residents who are 16 to 64 years old and not institutionalized have work disabilities (re: Union County TDSP, p. 13). Chapter 427, Florida Statutes defines "transportation disadvantaged" as those who cannot transport themselves or purchase transportation because of physical or mental disability (Union Co, FL TDSP, p. 17). As mentioned previously, there are over 400 non-institutionalized mentally challenged adults living in Union County. ICR's mission is to serve as many of**

those as possible within the framework of ICR's vocational training goals. ICR is an integral part of Union County's TDSP and it's CTC's operations, and is shown as such in the TDSP - pages 6, 17, 29, & 33.

- 7) ICR presently serves disabled adults that are referred to ICR for basic jobs skills training from the Union County School District by agreement with the County School Board. The same disabled adults are served by ICR and it's transportation infrastructure every day (Monday – Friday). ICR has both the task of training adults with diminished mental capacity and transporting them. The transportation of these adults removes the burden of their families to provide this service to and from training that allows them to become more productive citizens.
- 8) Industrial Complex of Raiford exists to provide vocational education & jobs to mentally handicapped adults residing in Union, County, FL. ICR is under contract with the Union County School Board to provide this service, which is unique in Union County and could potentially serve far more than the current 35 trainees at ICR's facility. It's transportation assets are an important part of the Union County CTC's mission to provide transportation to the transportation disadvantaged, in particular, the mentally disabled who can potentially be trained and hold jobs.
- 9) Cost of the service was based on data from financial documents for the fiscal year 2011 (enclosed with this Grant Proposal) and from ICR transportation data from that period. There is already an established infrastructure at ICR that deals with the transportation of developmentally disabled worker / trainees, and staff to provide training and administrative support. This paratransit service is ongoing (no ending date). The grant funds applied for will cover FY 2013.
- 10) Recent grant applications by ICR have been for the purpose of replacing both (two) aging vans and provide the much needed addition of a powered wheelchair lift for non-ambulatory clients. Both vans that are presently being used have high-mileage with interiors that are in poor condition. Vans received through the 531X Programs will be replacements only – not additional vehicles.
- 11) Not applicable to the 5317 Grant Application for Operating Assistance Only. Vehicles that are presently being used for paratransit services by ICR are listed on "The Current Vehicle and Transportation Equipment Inventory" form. Both vehicles are to be replaced when grant awards become a reality.
- 12) All maintenance for transportation vehicles at ICR is outsourced. Wheel / Tire maintenance and engine repairs are accomplished by Mosley Tire (Starke, FL), Oil / Fluid maintenance is provided by Revels Fast Lube (Starke, FL), and Douglas Battery Co. (Starke, FL) provides battery maintenance and replacement. This will remain as the maintenance plan for new equipment. Tires are replaced as needed. Oil and/or filters are changed and engine compartment fluids are checked for proper levels at proper intervals.
- 13) All paratransit operations are carried out by ICR staff – no subcontractors are used or are being contemplated at this time.

- 14) Industrial Complex of Raiford is a private non-profit agency, under IRS designation 501(C)(3). Employees of ICR are not represented by a union. This purpose of this project is to *maintain or enhance the reliability of ICR's transportation component that provides mobility for developmentally disabled adults in rural Union County, Florida – between their residences and ICR, their basic skills training center and job provider.*
- 15) The applicant, Industrial Complex of Raiford (ICR) will be the provider of the required matching funds for this grant, if this grant is awarded. A formal letter stating that matching funds will be available from ICR is included in the back of this grant application.
- 16) The transportation service component of ICR is operational during the time frame 8:00 am to 4:00 pm., approx. 4 hours per day, 5 days per week. Safety and proficiency training on new vans and wheelchair lift mechanisms will be mandatory for all drivers (approximately 2 hours per driver). Maintenance records are – and will be – kept on file for all vehicles in order to better manage reliability and equipment longevity. There are no present CDL requirements. A recent resolution of ICR's Board of Directors has made random drug testing mandatory for all employees. All requirements associated with receiving 5317 Grant funds will be met.



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March 7, 2012

Ms. Sandra Collins, Rural Transportation Coordinator
Florida Department of Transportation - District 2
2198 Edison Ave. - MS 2813
Jacksonville, Florida 32204

RE: Regional Review of Clearinghouse Committee Item #38:
Industrial Complex of Raiford - Section 5317 Grant Application
- Union County, Florida

Dear Ms. Collins:

The following comment is submitted on the above-referenced item in accordance Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Council procedures.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200 ext. 109.

Sincerely,

Scott R. Koons, AICP
Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection
Lana Michelle Thornton, Industrial Complex of Raiford
Kevin M. Kuzel, Grant Proposal Services

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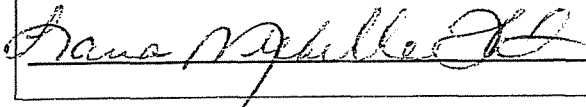
APPLICATION FOR FEDERAL ASSISTANCE		Standard Form 424 - Version 7/03 (Rev. 9-2003); Prescribed by OMB Circular A-102	
1. TYPE OF SUBMISSION:			
Application – place an x in the box [] construction [x] non-construction		Pre-application – place an x in the box [] construction [] non-construction N/A	
2. DATE SUBMITTED - January 13, 2012		Applicant Identifier	
3. DATE RECEIVED BY STATE		State Application Identifier	
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	
5. APPLICANT INFORMATION			
Legal Name: Industrial Complex of Raiford		Organizational Unit: N/A	
Organizational DUNS: 362042897		Division: N/A	
Address: P.O. Box 368 Raiford, FL 32083		Name and telephone number of person to be contacted on matters involving this application:	
Street: County Rd. 229		Prefix: Ms. First Name: Lana	
City: Raiford		Middle Name: Michelle	
County: Union		Last Name: Thornton	
State: Florida		Zip Code: 32083	Suffix:
Country: USA		Email: icr32083@yahoo.com	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-2134008		Phone Number: (386) 431-1898	
Fax Number: (386) 431-1993			
8. TYPE OF APPLICATION: NEW		7. TYPE OF APPLICANT: O. Not-for-Profit Organization - 501(C)(3)	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-521 TITLE (Name of Program): "New Freedom Program"		9. NAME OF FEDERAL AGENCY: Federal Transit Administration	
12. AREAS AFFECTED BY PROJECT: Union County, Florida		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Upgrade of Vehicles for Safe and Reliable Transportation of Low-income Developmentally Disabled Adults commuting to training / jobs in or near Union County, Florida	
13. PROPOSED PROJECT		14. CONGRESSIONAL DISTRICTS OF:	
Start Date: Oct. 1, 2012	End Date: Sept. 30, 2013	a. Applicant: 4	b. Project: 4
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$ 60,800	.00	a. YES. THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:
b. Applicant	\$ 15,200	.00	DATE: January , 2012
c. State	\$ 0	.00	
d. Local	\$ 0	.00	
e. Other	\$ 0	.00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? NO
f. Program Income	\$ 0	.00	
g. TOTAL	\$ 76,000	.00	
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.			
a. Authorized Representative			
Prefix: Ms.	First Name: Lana	Middle Name: Michelle	
Last Name: Thornton		Suffix: n/a	
b. Title: Assistant Executive Director, ICR		c. Telephone Number: (386) 431-1898	
d. Signature of Authorized Representative: 		e. Date Signed: January 13, 2012	

EXHIBIT A-1 FACT SHEET

For all 5317 (New Freedom Program) Applicants

	CURRENTLY	IF GRANT IS AWARDED (Estimates are acceptable)
1. Number of total one-way trips served by the agency (for all purposes) PER YEAR*	11,700	12,050
2. Number of one-way passenger trips provided for New Freedom Service PER YEAR*	11,550	11,900
3. Number of unduplicated individuals served (first ride per rider per year) PER YEAR	33	35
4. Number of vehicles used for New Freedom Program service ACTUAL	2	2
5. Vehicle miles traveled for New Freedom service PER YEAR	44,943	46,300
6. Normal vehicle hours in operation for New Freedom Program service PER WEEK	M – F 25 SATURDAY 0 SUNDAY 0 TOTAL (Week) 25	M – F 27 SATURDAY 0 SUNDAY 0 TOTAL (Week) 27
7. Normal number of days New Freedom vehicles are in operation PER WEEK	5	5
8. Trip length (round trip) for New Freedom service AVERAGE	20	20 - 25

* One way passenger trip is the unit of service provided each time a passenger enters the vehicle, is transported, and then exits the vehicle. Each different destination would constitute a passenger trip.

APPLIES TO ALL APPLICANTS FOR CAPITAL ASSISTANCE

FORM C-1

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

Fiscal period from October 1, 2010 to September 30, 2011

EXPENSE CATEGORY	EXPENSE \$
Labor (501)	\$ 19,001.89
Fringe and Benefits (502)	0.00
Services (503)	0.00
Materials and Supplies (504)	0.00
Vehicle Maintenance (504.01)	24,833.68
Utilities (505)	10,318.73
Insurance (506)	4,257.64
Licenses and Taxes (507)	1,024.90
Purchased Transit Service (508)	0.00
Miscellaneous (509)	62,495.70
Leases and Rentals (512)	3,351.60
Depreciation (513)	0.00
TOTAL EXPENSE	\$ 125,284.14

FORM C-2

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES

OPERATING REVENUE	REVENUE \$
Passenger Fares for Transit Service (401)	
Special Transit Fares (402)	
Other (403 – 407) (identify by appropriate code)	
TOTAL OPERATING REVENUE	\$ 0.00
OTHER REVENUE SOURCES	
Taxes Levied Directly by the Transit System (408)	
Local Cash Grants and Reimbursements (409)	
Local Special Fare Assistance (410)	
State Cash Grants and Reimbursements (411)	
State Special Fare Assistance (412)	50,560.83
Federal Cash Grants & Reimbursements (413)	
Interest Income (414)	
Contributed Services (430)	
Contributed Cash (431)	
Subsidy from Other Sectors of Operations (440)	
TOTAL OF OTHER REVENUE	\$ 50,560.83
GRAND TOTAL ALL REVENUES	\$ 50,560.83

NOTE: See the appendix for an explanation of these categories.

FORM C-3

PART C

CURRENT VEHICLE AND TRANSPORTATION EQUIPMENT INVENTORY (a)

Date of Inventory: January 12, 2012

Model Year (b)	Make/size/type (c)	FDOT Control # or VIN (d)	Ramp or lift (specify)	Seats & W/C positions (i.e. 12+2)	Avg. Miles/Yr.	Current Mileage	Expected Retirement Date	Other Equipment (e)	Funding Source (f)
2000*	Chevy Express G3-500	VIN #: 1GAHG39R 3Y1171292	none	12+0	22,500	114,429	Oct. 2012	None	ICR Funds / Purchased 2010
2003*	Ford E350 XL Super Duty	VIN #: IFBSS3IL63 HB47849	none	12+0	22,500	120,157	Oct. 2012	None	ICR Funds / Purchased 2004

- (a) Applicants must use this form.
- (b) Identify vehicles to be replaced with this or other grant by placing an asterisk (*) next to the model year. In Exhibit B of the application, provide the name of the lessee or contractor, if applicable.
- (c) For example, Ford 22' bus; Dodge converted van.
- (d) Show FDOT control number if bought with grant through FDOT; If otherwise, show last 5 or 6 digits of Vehicle Identification Number (VIN).
- (e) Include computer hardware and software, copiers, printers, mobile radios, communication systems, etc.
- (f) Identify the grant or other funding source used for purchasing the vehicle/equipment.

NOTE: Those requesting replacement vehicles, please identify the year the vehicle(s) were purchased

FORM C-4

CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c)	Estimated Cost
11. . .	R	1	22'3" Gasoline Bus with Wheelchair Lift; 12 Ambulatory Seats, 1 Wheelchair Position	\$ 76,000.00
11. . .				
11. . .				
11. . .				
11. . .				
Sub-total				\$ 76,000.00

EQUIPMENT REQUEST (c)

11. . .				
11. . .				
11. . .				
11. . .				
Sub-total				\$ 0.00

(a) Replacement (R) or Expansion (E).

(b) Provide a brief description including the length and type vehicle, type of fuel, lift or ramp, number of seats and wheelchair positions. Do not show the Make. For example, 22' gasoline bus with lift, 12 amb. seats, 2 w/c positions (due to the higher cost of diesel vehicles the applicant shall be required to pay the difference in cost over that of a gasoline vehicle).

(c) Show mobile radios and identify the type of radio (i.e. two way radio or stereo radio), computer hardware/software, etc. under "Equipment Request."

VEHICLE SUBTOTAL \$ 76,000.00 + EQUIPMENT SUBTOTAL \$ 0.00 = \$ 76,000.00

\$ 76,000.00 X 80% = \$ 60,800.00 [Shown on Form 424 in block 15(a)]

Exhibit B PROPOSED PROJECT DESCRIPTION

- 1) The upgrade project will allow the present transporting service to continue, allow for expansion, and make possible the opportunity to supplement the services of the CTC in nearby Lake Butler (Union Co., FL). The 5317 Operating Assistance Grant award would be used to allow for better maintenance, training, and administration of the transportation program at the Industrial Complex of Raiford (ICR). This 5317 Capital Assistance Grant would make possible the replacement of one of the two worn out vehicles, add powered wheelchair lifts to better serve those that are also partially or completely non-ambulatory, and bolster safety, efficiency, and operational capability. Grant funding would also allow ICR to be ready for safer and more reliable service to the mentally disabled (many of whom are from low income backgrounds) further away from its facility and provide an option for supplementing the operations of the CTC, if needed.**
- 2) Recent census data shows that there are over 400 non-institutionalized mentally disabled adults residing in Union County. At this time, ICR serves 33 of these residents, but has the capacity for more, though it is not allowed to aggressively seek additional vocational trainees. ICR does not provide a fixed route / scheduled transit system, but, as intended by the 5317 New Freedom Program, provides paratransit service outside the routes and ¾ mile stipulations of the Americans with Disabilities Act (ADA), and provides to ICR's vocational trainees / workers same-day service to and from their residences.**
- 3) *Included in this proposal is the required service map showing present service which currently is within 30 miles (only in Union County). Currently, routing is restricted to residential facilities for the mentally disabled near Raiford and Lake Butler. More reliable transportation assets will allow for commutes to the extremities of the county and perhaps beyond. Since ICR does not provide regular service along fixed routes, route maps are not provided.***
- 4) Current census data shows over 400 mentally handicapped adults (non-institutionalized) in Union County which is the current *target* population for ICR and its transportation capability. We estimate that at least 35 could be easily served with approximately 12,050 one way trips per year. (ref: Form A-1)**
- 5) The gap in CTC (A & A Transport, Inc.) transit service for adult mentally disabled vocational trainees is filled by ICR's transportation assets.**
- 6) The 2000 Census reveals that approximately 9.7% of Union County, FL Residents who are 16 to 64 years old and not institutionalized have work disabilities (re: Union County TDSP, p. 13). Chapter 427, Florida Statutes defines "transportation disadvantaged" as those who cannot transport themselves or purchase transportation because of physical or mental disability (Union Co, FL TDSP, p. 17). As mentioned previously, there are over 400 non-institutionalized mentally challenged adults living in Union County. ICR's mission is to serve as many of**

those as possible within the framework of ICR's vocational training goals. ICR is an integral part of Union County's TDSP and it's CTC's operations, and is shown as such in the TDSP - pages 6, 17, 29, & 33.

- 7) ICR presently serves disabled adults that are referred to ICR for basic jobs skills training from the Union County School District by agreement with the County School Board. The same disabled adults are served by ICR and it's transportation infrastructure every day (Monday – Friday). ICR has both the task of training adults with diminished mental capacity and transporting them. The transportation of these adults removes the burden of their families to provide this service to and from training that allows them to become more productive citizens.
- 8) Industrial Complex of Raiford exists to provide vocational education & jobs to mentally handicapped adults residing in Union, County, FL. ICR is under contract with the Union County School Board to provide this service, which is unique in Union County and could potentially serve far more than the current 33 trainees at ICR's facility. It's transportation assets are an important part of the Union County CTC's mission to provide transportation to the transportation disadvantaged, in particular, the mentally disabled who can potentially be trained and hold jobs.
- 9) Cost of the service was based on data from financial documents for the fiscal year 2011 (enclosed with this Grant Proposal) and from ICR transportation data from that period. There is already an established infrastructure at ICR that deals with the transportation of developmentally disabled worker / trainees, and staff to provide training and administrative support. This paratransit service is ongoing (no ending date). The grant funds applied for will cover FY 2013.
- 10) Recent grant applications by ICR have been for the purpose of replacing both (two) aging vans and provide the much needed addition of a powered wheelchair lift for non-ambulatory clients. Both vans that are presently being used have high-mileage with interiors that are in poor condition. Vans received through the 531X Programs will be *replacements* only – not additional vehicles.
- 11) Vehicles that are presently being used for paratransit services by ICR are listed on “The Current Vehicle and Transportation Equipment Inventory” form in this grant application. Both vehicles are thoroughly worn and are to be replaced when grant awards become a reality.
- 12) All maintenance for transportation vehicles at ICR is outsourced. Wheel / Tire maintenance and engine repairs are accomplished by Mosley Tire (Starke, FL), Oil / Fluid maintenance is provided by Revels Fast Lube (Starke, FL), and Douglas Battery Co. (Starke, FL) provides battery maintenance and replacement. This will remain as the maintenance plan for new replacement vehicles. Tires are replaced as needed. Oil and/or filters are changed and engine compartment fluids are checked for proper levels at proper intervals.
- 13) All paratransit operations are carried out by ICR staff – no subcontractors are used or are being contemplated at this time.
- 14) Industrial Complex of Raiford is a private non-profit agency, under IRS

designation 501(C)(3). Employees of ICR are not represented by a union. The primary purpose of this project is to *enhance the reliability of ICR's transportation component that provides mobility for developmentally disabled adults in rural Union County, Florida – between their residences and ICR, their basic skills training center and job provider.*

- 15) The applicant, Industrial Complex of Raiford (ICR) will be the provider of the required matching funds for this grant, if this grant is awarded. A formal letter stating that matching funds will be available from ICR is included in the back of this grant application.

- 16) The transportation service component of ICR is operational during the time frame 8:00 am to 4:00 pm., approx. 4 hours per day, 5 days per week. Safety and proficiency training on new vans and wheelchair lift mechanisms will be mandatory for all drivers (approximately 2 hours per driver). Maintenance records are – and will be – kept on file for all vehicles in order to better manage reliability and equipment longevity. There are no present CDL requirements. A recent resolution of ICR's Board of Directors has made random drug testing mandatory for all employees. All requirements associated with receiving 5317 Grant funds will be met.



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March 7, 2012

Ms. Sandra Collins, Rural Transportation Coordinator
 Florida Department of Transportation - District 2
 2198 Edison Ave. - MS 2813
 Jacksonville, Florida 32204

RE: Regional Review of Clearinghouse Committee Item #39:
 Industrial Complex of Raiford - Section 5317 Grant Application
 - Union County, Florida

Dear Ms. Collins:

The following comment is submitted on the above-referenced item in accordance Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Council procedures.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200 ext. 109.

Sincerely,

Scott R. Koons, AICP
 Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection
 Lana Michelle Thornton, Industrial Complex of Raiford
 Kevin M. Kuzel, Grant Proposal Services

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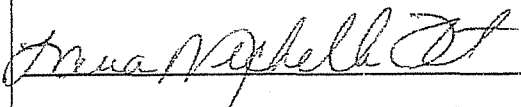
APPLICATION FOR FEDERAL ASSISTANCE		Standard Form 424 - Version 7/03 (Rev. 9-2003); Prescribed by OMB Circular A-102	
1. TYPE OF SUBMISSION:			
Application – place an x in the box <input type="checkbox"/> construction <input checked="" type="checkbox"/> non-construction		Pre-application – place an x in the box <input type="checkbox"/> construction <input type="checkbox"/> non-construction	
2. DATE SUBMITTED - January 13, 2012		Applicant Identifier	
3. DATE RECEIVED BY STATE		State Application Identifier	
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	
5. APPLICANT INFORMATION			
Legal Name: Industrial Complex of Raiford		Organizational Unit: N/A	
Organizational DUNS: 362042897		Division: N/A	
Address: P.O. Box 368 Raiford, FL 32083		Name and telephone number of person to be contacted on matters involving this application:	
Street: County Rd. 229		Prefix: Ms. First Name: Lana	
City: Raiford		Middle Name: Michelle	
County: Union		Last Name: Thornton	
State: Florida		Zip Code: 32083	
Country: USA		Email: icr32083@yahoo.com	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-2134008		Phone Number: (386) 431-1898	
Fax Number: (386) 431-1993			
8. TYPE OF APPLICATION: NEW		7. TYPE OF APPLICANT: O. Not-for-Profit Organization - 501(C)(3)	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-513 TITLE (Name of Program): "Elderly and Persons with Disabilities Program"		9. NAME OF FEDERAL AGENCY: Federal Transit Administration	
12. AREAS AFFECTED BY PROJECT: Union County, Florida		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Upgrade of Vehicles for Safe and Reliable Transportation of Low-income Developmentally Disabled Adults commuting to training / jobs in or near Union County, Florida	
13. PROPOSED PROJECT		14. CONGRESSIONAL DISTRICTS OF:	
Start Date: Oct. 1, 2012 End Date: Sept. 30, 2013		a. Applicant: 4 b. Project: 4	
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$ 60,800	.00	a. YES. THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: January , 2012
b. Applicant	\$ 15,200	.00	
c. State	\$ 0	.00	
d. Local	\$ 0	.00	
e. Other	\$ 0	.00	
f. Program Income	\$ 0	.00	
g. TOTAL	\$ 76,000	.00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? NO
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.			
a. Authorized Representative			
Prefix: Ms.		First Name: Lana	Middle Name: Michelle
Last Name: Thornton		Suffix: n/a	
b. Title: Assistant Executive Director, ICR		c. Telephone Number: (386) 431-1898	
d. Signature of Authorized Representative: 		e. Date Signed: January 13, 2012	

EXHIBIT A-1 FACT SHEET

For Application for 5310 Program

	CURRENTLY	IF GRANT IS AWARDED (Estimates are acceptable)																
1. Number of total one-way trips served by the agency (for all purposes): PER YEAR*	11,700	12,050																
2. Number of one-way trips provided to elderly and persons with disabilities (E&D) PER YEAR*	11,550	11,900																
3. Number of individual elderly and disabled unduplicated riders (first ride per rider per fiscal year) PER YEAR	33	35																
4. Number of vehicles used to provide elderly and disabled service: ACTUAL	2	2																
5. Number of vehicles used to provide elderly and disabled service eligible for replacement: ACTUAL	2	2																
6. Vehicle MILES traveled to provide elderly and disabled service PER YEAR	44,943	46,300																
7. Normal number of days that vehicles are in operation to provide elderly and disabled service PER WEEK	5	5																
8. Normal hours of vehicle operation to provide elderly and disabled service PER WEEK	<table style="width: 100%; border: none;"> <tr><td>M – F</td><td style="text-align: right;">25</td></tr> <tr><td>SATURDAY</td><td style="text-align: right;">0</td></tr> <tr><td>SUNDAY</td><td style="text-align: right;">0</td></tr> <tr><td>TOTAL (week)</td><td style="text-align: right;">25</td></tr> </table>	M – F	25	SATURDAY	0	SUNDAY	0	TOTAL (week)	25	<table style="width: 100%; border: none;"> <tr><td>M – F</td><td style="text-align: right;">27</td></tr> <tr><td>SATURDAY</td><td style="text-align: right;">0</td></tr> <tr><td>SUNDAY</td><td style="text-align: right;">0</td></tr> <tr><td>TOTAL (Week)</td><td style="text-align: right;">27</td></tr> </table>	M – F	27	SATURDAY	0	SUNDAY	0	TOTAL (Week)	27
M – F	25																	
SATURDAY	0																	
SUNDAY	0																	
TOTAL (week)	25																	
M – F	27																	
SATURDAY	0																	
SUNDAY	0																	
TOTAL (Week)	27																	

* One way passenger trip is the unit of service provided each time a passenger enters the vehicle, is transported, and then exits the vehicle. Each different destination would constitute a passenger trip.

Name of Applicant: INDUSTRIAL COMPLEX of RAIFORD

Fiscal period from October 1, 2010 to September 30, 2011

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

EXPENSE CATEGORY	EXPENSE \$
Labor (501)	\$ 19,001.89
Fringe and Benefits (502)	0.00
Services (503)	0.00
Materials and Supplies (504)	0.00
Vehicle Maintenance (504.01)	24,833.68
Utilities (505)	10,318.73
Insurance (506)	4,257.64
Licenses and Taxes (507)	1,024.90
Purchased Transit Service (508)	0.00
Miscellaneous (509)	62,495.70
Leases and Rentals (512)	3,351.60
Depreciation (513)	0.00
TOTAL EXPENSE	\$ 125,284.14

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES

OPERATING REVENUE	REVENUE \$
Passenger Fares for Transit Service (401)	
Special Transit Fares (402)	
Other (403 – 407) (identify by appropriate code)	
TOTAL OPERATING REVENUE	\$ 0.00
OTHER REVENUE SOURCES	
Taxes Levied Directly by the Transit System (408)	
Local Cash Grants and Reimbursements (409)	
Local Special Fare Assistance (410)	
State Cash Grants and Reimbursements (411)	
State Special Fare Assistance (412)	50,560.83
Federal Cash Grants & Reimbursements (413)	
Interest Income (414)	
Contributed Services (430)	
Contributed Cash (431)	
Subsidy from Other Sectors of Operations (440)	
TOTAL OF OTHER REVENUE	\$ 50,560.83
GRAND TOTAL ALL REVENUES	\$ 50,560.83

NOTE: See the appendix for an explanation of these categories.

CURRENT VEHICLE AND TRANSPORTATION EQUIPMENT INVENTORY (a)

Name of Applicant : INDUSTRIAL COMPLEX OF RAIFORD

Date of Inventory January 12, 2012

Model Year (b)	Make/size/type (c)	FDOT Control # or VIN (d)	Ramp or lift (specify)	Seats & W/C positions (i.e. 12+2)	Avg. Miles/Yr.	Current Mileage	Expected Retirement Date	Other Equipment (e)	Funding Source (f)
2000*	Chevy Express G3-500	VIN #: 1GAHG39R 3Y1171292	none	12+0	22,500	114,429	Oct. 2012	None	ICR Funds / Purchased 2010
2003*	Ford E350 XL Super Duty	VIN #: IFBSS3IL63 HB47849	none	12+0	22,500	120,157	Oct. 2012	None	ICR Funds / Purchased 2004

- (a) Applicants must use this form.
- (b) Identify vehicles to be replaced with this or other grant by placing an asterisk (*) next to the model year. In Exhibit B of the application, provide the name of the lessee or contractor, if applicable.**
- (c) For example, Ford 22' bus; Dodge converted van.
- (d) Show FDOT control number and VIN if bought with grant through FDOT. If bought through other funding, list the complete VIN.**
- (e) Include computer hardware and software, copiers, printers, mobile radios, communication systems, etc.
- (f) Identify the grant or other funding source used for purchasing the vehicle/equipment.

NOTE: Those requesting replacement vehicles, please identify the year the vehicle(s) were purchased

CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c)	Estimated Cost
11. ___	R	1	22'3" Gasoline Bus with Wheelchair Lift; 12 Ambulatory Seats, 1 Wheelchair Position	\$ 76,000.00
11. .				
11. .				
11. .				
11. .				
Sub-total				\$ 76,000.00

EQUIPMENT REQUEST (c)

11. ___				
11. ___				
11. ___				
11. ___				
Sub-total				\$ 0.00

(a) Replacement (R) or Expansion (E).

(b) Provide a brief description including the length and type vehicle, type of fuel, lift or ramp, number of seats and wheelchair positions. Do not show the Make. For example, 22' gasoline bus with lift, 12 amb. seats, 2 w/c positions (due to the higher cost of diesel vehicles the applicant shall be required to pay the difference in cost over that of a gasoline vehicle).

(c) Show mobile radios and identify the type of radio (i.e. two way radio or stereo radio), computer hardware/software, etc. under "Equipment Request."

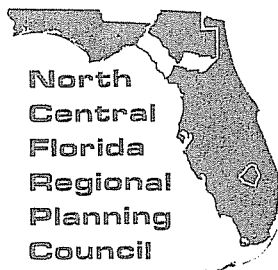
VEHICLE SUBTOTAL \$ 76,000.00 + EQUIPMENT SUBTOTAL \$ 0.00 = \$ 76,000.00

\$ 76,000.00 X 80% = \$ 60,800.00 [Shown on Form 424 in block 15(a)]

Exhibit B - Proposed Project Description

- 1) The upgrade project will allow the current transporting service to continue, allow for expansion, and make possible the opportunity to supplement the services of the CTC in nearby Lake Butler (Union Co., FL) if the need arose. The 2012 5310 Capital Assistance Grant award would make possible the replacement of a worn out vehicle, and add a powered wheelchair lift to better serve the mentally disabled that are ambulatory, and partially or completely non-ambulatory. **ICR is seeking the grant to bolster safety, efficiency, and operational capability.** Grant funding would also allow ICR to be ready for service to the mentally disabled (many of whom are from low income backgrounds) further away from it's facility and - again - provide an option for supplementing the operations of the CTC.
- 2) ICR's transportation service is presently not able to efficiently serve partially or completely non-ambulatory mentally disabled trainees, and the present condition of the vans, including the interior, is poor (*ref: Photo Section in back of application*). Procuring new equipment (both vans and powered lifts) will allow for the level of *reliable* service that ICR would like to attain in providing vocational training and job access. ICR's primary mission is vocational training. Union County, which ICR serves, is mostly rural and semi-rural. Reliable vehicles and equipment are paramount to it's success in achieving it's mission goals.
- 3) Recent census data shows that there are over 400 non-institutionalized mentally disabled adults residing in Union County, which is the current target population for ICR and it's transportation capability. At this time, ICR serves 33 of these residents, but has the capacity for more, though it is not allowed to aggressively seek additional vocational trainees. Currently, routing is restricted to residential facilities for the mentally disabled near Raiford and Lake Butler. Increased [reliable] transportation capacity made possible with 5310 grant funds will allow for commutes to the extremities of the county and perhaps beyond. Furthermore, neither van presently owned by ICR has a wheelchair lift or an onboard wheelchair position.
- 4) If awarded, This 5310 grant funding will be used to replace one aging van and provide the much needed addition of a powered wheelchair lift for assisting non-ambulatory clients. Both vans that are presently being used have high-mileage with interiors that are literally falling apart or with reliability issues. (*ref: Photo Section in back of application*).

- 5) Both vehicles currently operated by ICR for the purpose of transporting mentally disabled vocational trainees need to be replaced are listed on the “Current Vehicle and Transportation Equipment Inventory” included with this 5310 proposal.
- 6) All maintenance for transportation vehicles at ICR is outsourced. Wheel / Tire maintenance and engine repairs are accomplished by Mosley Tire (Starke, FL), Oil / Fluid maintenance is provided by Revels Fast Lube (Starke, FL), and Douglas Battery Co. (Starke, FL) provides battery maintenance and replacement. This will remain to be the maintenance plan for new equipment. The list of service providers is current, and could change if the need arises. *All vehicles are driven by ICR employees and none are – or are proposed to be – operated under contract by a lessee or contracted operator.*
- 7) No vehicles that are owned and/or operated by ICR are projected to be used by any person or entity other than ICR and it’s staff.
- 8) All trainee / workers at the school are – and will be – served by ICR’s paratransit system. Industrial Complex of Raiford is a private non-profit agency, under IRS designation 501(C)(3). All services of ICR are provided to Union County, FL residents without regard to race, gender, ethnicity, or religion. ICR is not a minority owned business.



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March 7, 2012

Ms. Sandra Collins, Rural Transportation Coordinator
Florida Department of Transportation - District 2
2198 Edison Ave. - MS 2813
Jacksonville, Florida 32204

RE: Regional Review of Clearinghouse Committee Item #40:
Big Bend Transit, Inc. - Section 5310 Grant Application -
Madison County, Florida

Dear Ms. Collins:

The following comment is submitted on the above-referenced item in accordance Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Council procedures.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200 ext. 109.

Sincerely,

Scott R. Koons, AICP
Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection

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1: TYPE OF SUBMISSION:

Application - place an x in the box <input type="checkbox"/> construction <input checked="" type="checkbox"/> non-construction		Pre-application - place an x in the box <input type="checkbox"/> construction <input type="checkbox"/> non-construction	
2. DATE SUBMITTED January 13, 2012		Applicant Identifier	
3. DATE RECEIVED BY STATE		State Application Identifier	
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	
5. APPLICANT INFORMATION			
Legal Name: Big Bend Transit, Inc.		Organizational Unit:	
		Department:	
Organizational DUNS:		Division:	
Address: Post Office Box 1721		Name and telephone number of person to be contacted on matters involving this application (give area code)	
Street:		Prefix: Mr. First Name: Edward	
City: Tallahassee		Middle Name: B.	
County: Leon		Last Name: Waters	
State: Florida Zip Code 32302		Suffix:	
Country: United States of America		Email: twbht@aol.com	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 00-0000000000000000 59-1909296		Phone Number (give area code) 850-574-6266	
		Fax Number (give area code)	
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) <input type="checkbox"/> <input type="checkbox"/> (See back of form for description of letters.) Other (specify)		7. TYPE OF APPLICANT: (See back of form for Application Types) 0. Not for Profit Organization Other (specify)	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) 20-513 00-000000		9. NAME OF FEDERAL AGENCY: Federal Transit Administration	
TITLE (Name of Program): Elderly and Persons with Disabilities Program		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Revenue vehicle replacement and acquisition of transportation equipment	
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Madison County, Florida			
13. PROPOSED PROJECT		14. CONGRESSIONAL DISTRICTS OF:	
Start Date: 10/01/12		Ending Date:	
		a. Applicant Two b. Project Two	
15. ESTIMATED FUNDING: 09/30/13		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$ 426,080	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:	
b. Applicant	\$ 53,260	DATE: January 13, 2012	
c. State	\$ 53,260	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372.	
d. Local	\$	<input type="checkbox"/> PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
e. Other	\$	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?	
f. Program Income	\$	<input type="checkbox"/> Yes. If "Yes" attach an explanation. <input checked="" type="checkbox"/> No	
g. TOTAL	\$ 532,600		
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.			
a. Authorized Representative			
Prefix: Mr. First Name: Edward		Middle Name: B.	
Last Name: Waters		Suffix:	
b. Title: General Manager		c. Telephone Number (give area code) 850-574-6266	
d. Signature of Authorized Representative: 		e. Date Signed: January 13, 2012	

EXHIBIT "A-1"

DATA INFORMATION FACT SHEET

		Currently FY11/12	If Grant Awarded FY12/13
1.	Number of one-way trips provided to the elderly and persons with disabilities (E&D) PER YEAR	<u>15,370</u>	<u>15,750</u>
2.	Number of individual Elderly and Disabled unduplicated riders (first ride per rider per fiscal year) PER YEAR	<u>3,145</u>	<u>3,225</u>
3.	Percentage of Elderly and Disabled needing wheelchair positions ACTUAL	<u>9.7%</u>	<u>9.7%</u>
4.	Number of vehicles used to provide Elderly and Disabled service ACTUAL	<u>12</u>	<u>12</u>
5.	Number of ambulatory seats AVERAGE PER VEHICLE (Total number of ambulatory seats in total fleet divided by the total number of fleet vehicles)	<u>11</u>	<u>11</u>
6.	Number of wheelchair positions AVERAGE PER VEHICLE (Total number of wheelchair positions in total fleet divided by the total number of fleet vehicles)	<u>2</u>	<u>2</u>
7.	Vehicle miles traveled PER YEAR	<u>271,960</u>	<u>278,770</u>
8.	Average vehicle miles PER DAY	<u>1,075</u>	<u>1,101</u>
9.	Normal number of days that vehicles are in operation PER WEEK	<u>7</u>	<u>7</u>
10.	Normal hours of vehicle operation PER DAY	<u>6A-10PM</u>	<u>6A-10PM</u>
11.	Trip length (Roundtrip) AVERAGE	<u>26.7 mi.</u>	<u>26.7 mi.</u>

Name of Applicant Big Bend Transit, Inc. (Madison County)

Fiscal period from 10/01/12 to 09/30/13

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

EXPENSE CATEGORY	EXPENSE \$
Labor (501)	\$ 317,400
Fringe and Benefits (502)	129,800
Services (503)	13,600
Materials and Supplies (504)	2,300
Vehicle Maintenance (504.01)	104,100
Utilities (505)	5,900
Insurance (506)	24,700
Licenses and Taxes (507)	300
Purchased Transit Service (508)	0
Miscellaneous (509)	3,700
Leases and Rentals (512)	8,000
Depreciation (513)	49,300
TOTAL EXPENSE	\$ 659,100

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES

OPERATING REVENUE	REVENUE \$
Passenger Fares for Transit Service (401)	34,000
Special Transit Fares (402)	
Other (403 - 407) (identify by appropriate code)	
TOTAL OPERATING REVENUE	\$ 34,000
OTHER REVENUE SOURCES	
Taxes Levied Directly by the Transit System (408)	
Local Cash Grants and Reimbursements (409)	
Local Special Fare Assistance (410)	
State Cash Grants and Reimbursements (411)	157,500
State Special Fare Assistance (412)	326,000
Federal Cash Grants & Reimbursements (413)	141,600
Interest Income (414)	
Contributed Services (430)	
Contributed Cash (431)	
Subsidy from Other Sectors of Operations (440)	
TOTAL OF OTHER REVENUE	\$ 625,100
GRAND TOTAL ALL REVENUES	\$ 659,100

NOTE: See the appendix for an explanation of these categories.

BIG BEND TRANSIT, INC
MADISON COUNTY FLEET INVENTORY
(effective November 1, 2011)

VEH. NO.	VEHICLE ID NO.	MFG	MFG. YR	ACT. PASS	W/C	W/C	ACT. SEATS	W/C LIFT	W/C POS.	OWNERSHIP	FDOT	LIFE
											CONTROL	MILEAGE
											NO.	(10/11)
0603	1FBNE31L06HA07742	FORD	2006				11			BBT/FDOT3	99353	55,886 *
0604	1FBNE31L26HA07743	FORD	2006				11			BBT/FDOT3	99354	81,560 *
0609	1FDXE45S55HB48781	FORD/CHAMPION	2006				12	Y	2	BBT		135,082 *
0611	1GBE4V1G26P406424	CHEVY/CHAMPION	2006				12	Y	2	BBT	99359	142,618 *
0612	1FDWE35L05HB19235	FORD/CHAMPION	2006				8	Y	2	BBT	90230	114,381 *
0615	1GBE4V1G76P416091	CHEVY/CHAMPION	2006				12	Y	2	BBT		120,207 *
0617	1GBE4V1G56P416347	CHEVY/CHAMPION	2006				12	Y	2	BBT/CTD		71,486 *
0703	1GBJG31U171134706	CHEVY/CHAMPION	2007				8	Y	2	BBT/CTD		142,791 *
0803	1GBE4V1G28P406670	CHEVY/CHAMPION	2008				12	Y	2	BBT/FDOT2	99246	90,832
0804	1GBE4V1G38P406645	CHEVY/CHAMPION	2008				12	Y	2	BBT/FDOT2	99247	96,071
0808	1GBJG31K381122265	CHEVY/CHAMPION	2008				8	Y	2	BBT/CTD		127,601
0901	1GBE4V1G58P414150	CHEVY/CHAMPION	2009				12	Y	2	BBT/FDOT2	90258	41,703
0910	1FBNE31L19DA91484	FORD	2009				11			BBT/FDOT2	80207	27,497
1009	1GB9G5AG4A1105667	CHEVY/CHAMPION	2010				12	Y	2	BBT/FDOT2	80234	54,747
1010	1GB9G5AG5A1104821	CHEVY/CHAMPION	2010				12	Y	2	BBT/FDOT2	90266	67,182
1011	1GB9G5AG9A1105079	CHEVY/CHAMPION	2010				12	Y	2	BBT/FDOT2	90267	48,864
1012	1GB9G5AG8A1105252	CHEVY/CHAMPION	2010				12	Y	2	BBT/FDOT2	80233	55,782
1102	1FDFF4PS8BDA86791	FORD/CHAMPION	2011				12	Y	2	BBT/FDOT2	XXXXX	3,830

VEHICLE REPLACEMENT SCHEDULE

Prioritized vehicle replacement schedule for the Big Bend Transit, Inc., Madison County Coordinated Transportation System vehicle fleet:

1. replace BBT No. 0611 (mfg.yr. 2006) with a 23' Cutaway, 12A/2WC
2. replace BBT No. 0609 (mfg.yr. 2006) with a 23' Cutaway, 12A/2WC
3. replace BBT No. 0703 (mfg.yr. 2007) with a 21' Cutaway, 8A/2WC
4. replace BBT No. 0615 (mfg.yr. 2006) with a 23' Cutaway, 12A/2WC
5. replace BBT No. 0612 (mfg.yr. 2006) with a 21' Cutaway, 8A/2WC
6. replace BBT No. 0617 (mfg.yr. 2006) with a 23' Cutaway, 12A/2WC
7. replace BBT No. 0604 (mfg.yr. 2006) with a Van, 11A
8. replace BBT No. 0603 (mfg.yr. 2006) with a Van, 11A

Big Bend Transit, Inc. has sufficient, dedicated capital replacement reserve funds to provide the local match requirement of 10%.

This project, the replacement of aged, excessively worn revenue vehicles in the fleet of the Madison County Coordinated Transportation System, is necessary for, and critical to, the continuation of efficient, cost-effective, and safe transportation services for sponsored and non-sponsored transportation disadvantaged persons, and the general public. The coordinated transportation system of this rural county offers the only public transportation opportunity for transportation disadvantaged persons and the general public to obtain access to health care, employment, education, shopping, social activities, and other life-sustaining activities.

CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c) www.tripsflorida.org	Estimated Cost
11. . . .	R	4	23' Cutaway bus, 12A/2WC, gasoline engine, related equipment/options	281,200
11. . . .	R	2	21' Small Cutaway bus, 8A/2WC, gas engine, related equipment/options	132,400
11. . . .	R	2	Van, 11A, gasoline engine, related equipment/options	44,000
11. . . .				
11. . . .				
Sub-total				\$ 457,600

EQUIPMENT REQUEST (c)

11. . . .	R or E	1	Paratransit management software, Windows-based, networked environment, and upgraded hardware as required	75,000
11. . . .				
11. . . .				
11. . . .				
Sub-total				\$ 75,000

(a) Replacement (R) or Expansion (E).

(b) Provide a brief description including the length and type vehicle, type of fuel, lift or ramp, number of seats and wheelchair positions. Do not show the Make. For example, 22' gasoline bus with lift, 12 amb. seats, 2 w/c positions (due to the higher cost of diesel vehicles the applicant shall be required to pay the difference in cost over that of a gasoline vehicle).

(c) Show mobile radios and identify the type of radio (i.e. two way radio or stereo radio), computer hardware/software, etc. under "Equipment Request."

VEHICLE SUBTOTAL \$ 457,600 + EQUIPMENT SUBTOTALS \$ 75,000 = \$ 532,600 (x).

(x) X 80% = \$ 426,080 [Show this amount on Form 424 in block 15(a)]

EXHIBIT "B"

PROPOSED PROJECT DESCRIPTION

The project of this grant application for Section 5310 Capital Assistance is the acquisition of revenue vehicles and other transportation related equipment for the continuation and expansion of Big Bend Transit, Inc.'s participation in the coordinated transportation system of Madison County as outlined in "Exhibit A", Current System Description. The expenses to be included are capital, as detailed in the Capital Request Form.

A purpose of the project is to assist in the purchase of revenue vehicles and related equipment for replacement of units and expansion of capacity. This capacity expansion and replacement of the vehicle fleet will enabling existing services to be continued and new services to be implemented, to meet an increasing demand among elderly and disabled persons, including an increasing demand for multi-loading of non-ambulatory (wheelchair) passengers. The vehicle fleet replacement project supports the operation of a coordinated transportation system, offering efficient, cost-effective transportation services on a regional, county-wide basis to the sponsored and non-sponsored transportation disadvantaged.

Further, the vehicles acquired through the project will operate in the coordinated transportation system which:

- * offers transportation services, for both ambulatory and non-ambulatory persons, 24 hours a day, 7 days a week:
- * ensures that liability coverages are, as a minimum, in the amount of \$100,000 per person and \$300,000 per occurrence; and
- * requires that all equipment employed will comply with all Federal, State and Local government requirements, and that all entities operating Section 5310 equipment have a System Safety Program Plan (SSPP).

Another purpose of the project is to assist with the acquisition of transportation-related hardware and software that promotes a regional, multi-county approach to the efficient, cost-effective operation of the coordinated transportation system.



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March 7, 2012

Ms. Sandra Collins, Rural Transportation Coordinator
Florida Department of Transportation - District 2
2198 Edison Ave. - MS 2813
Jacksonville, Florida 32204

RE: Regional Review of Clearinghouse Committee Item #41
Big Bend Transit, Inc. - Section 5311 Grant Application -
Taylor County, Florida

Dear Ms. Collins:

The following comment is submitted on the above-referenced item in accordance Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Council procedures.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200 ext. 109.

Sincerely,

Scott R. Koons, AICP
Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection

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APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

FORM B-1
TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE
EXPENSES

Name of Applicant:

Big Bend Transit, Inc. (Taylor County)

Fiscal period from 10/01/12 to 09/30/13

EXPENSE CATEGORY	TOTAL EXPENSE	FTA ELIGIBLE EXPENSE
Labor (501)	\$ 285,200	\$ 285,200
Fringe and Benefits (502)	116,500	116,500
Services (503)	13,700	13,700
Materials and Supplies (504)	2,500	2,500
Vehicle Maintenance (504.01)	110,000	110,000
Utilities (505)	5,900	5,900
Insurance (506)	26,100	26,100
Licenses and Taxes (507)	300	300
Purchased Transit Service (508)	0	0
Miscellaneous (509)	3,700	3,700
Leases and Rentals (512)	8,200	8,200
Depreciation (513)	52,000	
TOTAL	\$ 624,100	\$ 572,100 (a)

SECTION 5311 GRANT REQUEST

Total FTA Eligible Expenses (from Form B-1, above)	\$ 572,100 (a)
Rural Passenger Fares (from Form B-2)	\$ 19,200 (b)
Operating Deficit [FTA Eligible Expenses (a) minus Rural Passenger Fares (b)]	\$ 552,900 (c)
Section 5311 Request (No more than 50% of Operating Deficit)	\$ 132,900 (d)
Grant Total All Revenues (from Form B-2)	\$ 132,900 *(e)

Note: If Grand Total Revenues (e) exceeds FTA Eligible Expenses (a), reduce the Section 5311 Request (d) by that amount.

PART B

APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

FORM B-2

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES

Name of Applicant: Big Bend Transit, Inc. (Taylor County)

Fiscal period from 10/01/12 to 09/30/13

OPERATING REVENUE CATEGORY	TOTAL REVENUE	REVENUE USED AS FTA MATCH
Passenger Fares for Transit Service (401)	Total= \$ 19,200 Rural =\$ 19,200 (b)	
Special Transit Fares (402)		
School Bus Service Revenues (403)		
Freight Tariffs (404)		
Charter Service Revenues (405)		
Auxiliary Transportation Revenues (406)		
Non-transportation Revenues (407)		
Total Operating Revenue	\$ 19,200	\$ 0
OTHER REVENUE CATEGORY		
Taxes Levied directly by the Transit System (408)		
Local Cash Grants and Reimbursements (409)		
Local Special Fare Assistance (410)		
State Cash Grants and Reimbursements (411)	194,900	
State Special Fare Assistance (412)	277,100	132,900
Federal Cash Grants and Reimbursements (413)	132,900	
Interest Income (414)		
Contributed Services (430)		
Contributed Cash (431)		
Subsidy from Other Sectors of Operations (440)		
Total of Other Revenue	\$ 604,900	\$ 132,900
GRAND TOTAL ALL REVENUE	\$ 624,100	\$ 132,900 (e)

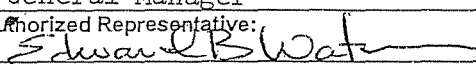
1. TYPE OF SUBMISSION:		
Application - place an x in the box <input type="checkbox"/> construction <input checked="" type="checkbox"/> non-construction	Pre-application - place an x in the box <input type="checkbox"/> construction <input type="checkbox"/> non-construction	
2. DATE SUBMITTED	January 13, 2012	Applicant Identifier
3. DATE RECEIVED BY STATE		State Application Identifier
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier
5. APPLICANT INFORMATION		
Legal Name: Big Bend Transit, Inc.	Organizational Unit:	
	Department:	
Organizational DUNS: 11-432-8701	Division:	
Address: Post Office Box 1721	Name and telephone number of person to be contacted on matters involving this application (give area code)	
Street:	Prefix: Mr. First Name: Edward	
City: Tallahassee	Middle Name: B.	
County: Leon	Last Name: Waters	
State: Florida Zip Code 32302	Suffix:	
Country: United States of America	Email: twbbt@aol.com	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 00-0000000000000000 59-1909296	Phone Number (give area code) 850-574-6266	
	Fax Number (give area code) 850-574-1531	
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) <input type="checkbox"/> <input type="checkbox"/> (See back of form for description of letters.) Other (specify)	7. TYPE OF APPLICANT: (See back of form for Application Types) 0. Not for Profit Organization Other (specify)	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) 20-509 00-000000	9. NAME OF FEDERAL AGENCY: Federal Transit Administration	
TITLE (Name of Program): Nonurbanized Area Formula Program	11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Operation and management of a coordinated transportation system	
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Taylor County, Florida	14. CONGRESSIONAL DISTRICTS OF: a. Applicant Two b. Project Two	
13. PROPOSED PROJECT Start Date: 10/01/12 Ending Date: 09/30/13	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: January 13, 2012 b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372. <input type="checkbox"/> PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
15. ESTIMATED FUNDING:	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes. If "Yes" attach an explanation. <input checked="" type="checkbox"/> No	
a. Federal \$ 132,900 .00		
b. Applicant \$ 132,900 .00		
c. State \$.00		
d. Local \$.00		
e. Other \$.00		
f. Program Income \$ 358,300 .00		
g. TOTAL \$ 624,100 .00		
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.		
a. Authorized Representative		
Prefix: Mr.	First Name: Edward	Middle Name: B.
Last Name: Waters	Suffix:	
b. Title: General Manager	c. Telephone Number (give area code) 850-574-6266	
d. Signature of Authorized Representative: 	e. Date Signed: January 13, 2012	

EXHIBIT "A-1"

DATA INFORMATION FACT SHEET

		Currently FY 11/12	If Grants Awarded FY 12/13
1. Number of 1-way passenger trips.	PER YEAR	<u>25,590</u>	<u>26,230</u>
2. Number of individuals served. (unduplicated)	PER YEAR	<u>2,014</u>	<u>2,064</u>
3. Number of vehicles used for this service.	ACTUAL	<u>12</u>	<u>12</u>
4. Number of ambulatory seats.	AVERAGE PER VEHICLE	<u>11</u>	<u>11</u>
5. Number of wheelchair positions.	AVERAGE PER VEHICLE	<u>2</u>	<u>2</u>
6. Vehicle Miles traveled.	PER YEAR	<u>233,990</u>	<u>239,840</u>
7. Average vehicle miles.	PER DAY	<u>883</u>	<u>905</u>
8. Normal vehicle hours in operation.	PER DAY	<u>93.50</u>	<u>93.50</u>
9. Normal number of days in operation.	PER WEEK	<u>6</u>	<u>6</u>
10. Trip Length (roundtrip):	AVERAGE	<u>18.3 mi.</u>	<u>18.3 mi.</u>

BIG BEND TRANSIT, INC.
 RIDERSHIP REPORT - Taylor County Coordinated Transportation System

	Oct 10	Nov 10	Dec 10	Jan 11	Feb 11	Mar 11	Apr 11	May 11	Jun 11	Jul 11	Aug 11	Sep 11	YTD 10/10-09/11
Reservation/Demand Response Service													
LOC NON-GOV - General Public	14	3	15	12	11	19	27	10	8	4	11	14	148
LOC NON-GOV - Misc. Insurance, Facility, etc.	4	12	0	0	0	0	0	0	0	0	0	0	16
LOC NON-GOV - Big Bend CARES	2	2	9	8	0	4	2	2	4	2	7	6	48
LOC NON-GOV - LogistiCare	0	0	0	0	0	0	0	0	0	0	0	2	2
LOC NON-GOV/FDOT - Commuter	714	680	714	600	640	736	630	630	660	600	690	546	7,840
LOC GOV - VA Service	30	21	26	22	26	39	35	32	34	8	39	38	350
CTD/LOC GOV - Even Start/TDTP	49	30	0	0	0	0	0	0	0	0	0	0	79
CTD - TDTP/Non-Sponsored General Public	617	545	484	633	574	529	631	695	379	172	430	714	6,403
ACHA/CTD - Medicaid NEM	218	215	213	191	208	223	137	153	162	161	236	202	2,319
APD - Developmental Disabilities	0	0	0	0	0	0	0	0	0	0	0	0	0
DOE - Division of Blind Services	0	0	0	0	0	0	0	0	0	0	0	0	0
DOE - Vocational Rehabilitation	0	0	0	0	0	0	0	2	0	0	0	0	2
DOH - Office of Disability Determination	0	0	0	2	10	0	6	0	0	0	0	0	18
DOH - Children's Medical Services	0	0	0	0	0	0	0	0	0	0	0	0	0
AWI - WAGES Coalition Region VI	0	0	0	0	0	0	0	0	0	0	0	0	0
OTH FED - Department of Veteran Affairs	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL - Reservation/Demand Response Service	1,648	1,508	1,461	1,468	1,469	1,550	1,468	1,524	1,247	947	1,413	1,522	17,225
Scheduled Route Service													
LOC GOV - Perry "In-Town" Shuttle	685	714	615	556	728	722	678	673	550	431	668	717	7,737
TOTAL - Scheduled Route Service	685	714	615	556	728	722	678	673	550	431	668	717	7,737
Purchased Transportation Service													
ACHA/CTD - Medicaid NEM Stretcher (Capital)	0	0	1	0	0	2	0	0	1	2	0	1	7
TOTAL - Purchased Transportation Service	0	0	1	0	0	2	0	0	1	2	0	1	7
TOTAL	2,333	2,222	2,077	2,024	2,197	2,274	2,146	2,197	1,798	1,380	2,081	2,240	24,969

Coordinated Transportation System, Taylor County

Provider	Operating Data													YTD
		10/10	11/10	12/10	01/11	02/11	03/11	04/11	05/11	06/11	07/11	08/11	09/11	10/10-09/11
Big Bend Transit	Passenger Trips	2,333	2,222	2,076	2,024	2,197	2,272	2,146	2,197	1,797	1,378	2,081	2,239	24,962
	In-service Vehicles	10	10	11	11	11	10	10	10	10	10	9	11	
	No. Roadcalls	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot. Veh. Miles	20,561	22,735	18,687	16,201	18,204	19,345	21,288	18,626	17,576	18,984	17,190	17,982	227,379
	Rev. Veh. Miles	17,911	19,649	16,316	14,251	15,891	16,941	18,535	16,272	15,452	16,562	15,174	15,761	198,715
	No. Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0
	(per. only)	0	0	0	0	0	0	0	0	0	0	0	0	0
	(veh. only)	0	0	0	0	0	0	0	0	0	0	0	0	0
	(per./veh.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Capital Transit, Inc.	Passenger Trips	0	0	1	0	2	0	0	0	1	2	0	1	7
	In-service Vehicles	0	0	1	0	1	0	0	0	1	1	0	1	
	No. Roadcalls	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot. Veh. Miles	0	0	103	0	476	0	0	0	104	114	0	104	901
	Rev. Veh. Miles	0	0	103	0	476	0	0	0	104	114	0	104	901
	No. Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0
	(per. only)	0	0	0	0	0	0	0	0	0	0	0	0	0
	(veh. only)	0	0	0	0	0	0	0	0	0	0	0	0	0
	(per./veh.)	0	0	0	0	0	0	0	0	0	0	0	0	0

h:taysys

EXHIBIT "B"

PROPOSED PROJECT DESCRIPTION

The project of this grant application for Section 5311 Operating Assistance is the continuation of the Coordinated Transportation System as outlined in "Exhibit A", Current System Description. The expenses to be included are operational and administrative, as detailed in the Transportation-Related Operating and Administrative Expenses.

The purpose of the project is to assist in the expense of the operation and administration of a coordinated transportation system. The coordinated transportation system offers efficient, cost-effective transportation services on a county-wide basis to the general public and to the sponsored and non-sponsored transportation disadvantaged. The coordinated transportation system is managed by a single central administrative unit, Big Bend Transit, Inc., whose responsibility it is to bring together operators and consumers to ensure quality transportation for general public, sponsored T.D., and non-sponsored T.D. persons at a reasonable cost.

Further, the project is to assist in the expense of operating the coordinated transportation system which:

- * offers transportation services, for both ambulatory and non-ambulatory persons, 24 hours a day, 7 days a week:
- * ensures that liability coverages are, as a minimum, in the amount of \$100,000 per person and \$200,000 per occurrence; and
- * requires that all equipment employed will comply with all Federal, State and Local government requirements, and that all Transportation Operators have a System Safety Program Plan (Section 341.0601, F.S.).

The awarded funds will enable existing services to be continued and an increasing demand, including an increasing demand for multi-loading of non-ambulatory (wheelchair) passengers to be accommodated.



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March 7, 2012

Ms. Sandra Collins, Rural Transportation Coordinator
 Florida Department of Transportation - District 2
 2198 Edison Ave. - MS 2813
 Jacksonville, Florida 32204

RE: Regional Review of Clearinghouse Committee Item #42
 Big Bend Transit, Inc. - Section 5310 Grant Application -
 Taylor County, Florida

Dear Ms. Collins:

The following comment is submitted on the above-referenced item in accordance Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Council procedures.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200 ext. 109.

Sincerely,

Scott R. Koons, AICP
 Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection

v:\chouse\letters\fdot\collins.ltr120221.42.docx

1. TYPE OF SUBMISSION:

Application – place an x in the box <input type="checkbox"/> construction <input checked="" type="checkbox"/> non-construction	Pre-application – place an x in the box <input type="checkbox"/> construction <input type="checkbox"/> non-construction
2. DATE SUBMITTED January 13, 2012	Applicant Identifier
3. DATE RECEIVED BY STATE	State Application Identifier
4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION

Legal Name: Big Bend Transit, Inc.	Organizational Unit:
	Department:
Organizational DUNS: 11-432-8701	Division:
Address: Post Office Box 1721	Name and telephone number of person to be contacted on matters involving this application (give area code)
Street:	Prefix: Mr. First Name: Edward
City: Tallahassee	Middle Name: B.
County: Leon	Last Name: Waters
State: Florida Zip Code 32302	Suffix:
Country: United States of America	Email: twbbt@aol.com

6. EMPLOYER IDENTIFICATION NUMBER (EIN):

(Replace these boxes with numerals) 00-0000000000000000 59-1909296	Phone Number (give area code) 850-574-6266
	Fax Number (give area code) 850-574-1531

8. TYPE OF APPLICATION:

<input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) <input type="checkbox"/> <input type="checkbox"/> (See back of form for description of letters.) Other (specify)	7. TYPE OF APPLICANT: (See back of form for Application Types) 0. Not for Profit Organization Other (specify)
---	---

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:

(Replace these boxes with numerals) 20-513 00-000000 TITLE (Name of Program): Elderly and Persons with Disabilities Program	9. NAME OF FEDERAL AGENCY: Federal Transit Administration
--	--

12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):

Taylor County, Florida	11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Revenue Vehicle replacement and acquisition of transportation equipment
------------------------	--

13. PROPOSED PROJECT

Start Date: 10/01/12	Ending Date: 09/30/13	14. CONGRESSIONAL DISTRICTS OF:
		a. Applicant Two b. Project Two

15. ESTIMATED FUNDING:

a. Federal	\$ 419,520	00	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: January 13, 2012
b. Applicant	\$ 52,440	00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372.
c. State	\$ 52,440	00	<input type="checkbox"/> PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
d. Local	\$	00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?
e. Other	\$	00	<input type="checkbox"/> Yes. If "Yes" attach an explanation. <input checked="" type="checkbox"/> No
f. Program Income	\$	00	
g. TOTAL	\$ 524,400	00	

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

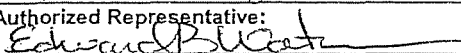
Prefix: Mr. First Name: Edward Middle Name: B.	
Last Name: Waters Suffix:	
b. Title: General Manager	c. Telephone Number (give area code) 850-574-6266
d. Signature of Authorized Representative: 	e. Date Signed: January 13, 2012

EXHIBIT "A-1"

DATA INFORMATION FACT SHEET

		Currently FY11/12	If Grant Awarded FY12/13
1.	Number of one-way trips provided to the elderly and persons with disabilities (E&D) PER YEAR	<u>13,025</u>	<u>13,350</u>
2.	Number of individual Elderly and Disabled unduplicated riders (first ride per rider per fiscal year) PER YEAR	<u>1,025</u>	<u>1,050</u>
3.	Percentage of Elderly and Disabled needing wheelchair positions ACTUAL	<u>9.7%</u>	<u>9.7%</u>
4.	Number of vehicles used to provide Elderly and Disabled service ACTUAL	<u>11</u>	<u>11</u>
5.	Number of ambulatory seats AVERAGE PER VEHICLE (Total number of ambulatory seats in total fleet divided by the total number of fleet vehicles)	<u>11</u>	<u>11</u>
6.	Number of wheelchair positions AVERAGE PER VEHICLE (Total number of wheelchair positions in total fleet divided by the total number of fleet vehicles)	<u>2</u>	<u>2</u>
7.	Vehicle miles traveled PER YEAR	<u>233,060</u>	<u>238,890</u>
8.	Average vehicle miles PER DAY	<u>1,010</u>	<u>1,030</u>
9.	Normal number of days that vehicles are in operation PER WEEK	<u>7</u>	<u>7</u>
10.	Normal hours of vehicle operation PER DAY	<u>6A-10PM</u>	<u>6A-10PM</u>
11.	Trip length (Roundtrip) AVERAGE	<u>18.7 mi.</u>	<u>18.7 mi.</u>

Name of Applicant Big Bend Transit, Inc. (Taylor County)

Fiscal period from 10/01/12 to 09/30/13

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

EXPENSE CATEGORY	EXPENSE \$
Labor (501)	\$ 285,200
Fringe and Benefits (502)	116,500
Services (503)	13,700
Materials and Supplies (504)	2,500
Vehicle Maintenance (504.01)	110,000
Utilities (505)	5,900
Insurance (506)	26,100
Licenses and Taxes (507)	300
Purchased Transit Service (508)	0
Miscellaneous (509)	3,700
Leases and Rentals (512)	8,200
Depreciation (513)	52,000
TOTAL EXPENSE	\$ 624,100

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES

OPERATING REVENUE	REVENUE \$
Passenger Fares for Transit Service (401)	19,200
Special Transit Fares (402)	
Other (403 – 407) (identify by appropriate code)	
TOTAL OPERATING REVENUE	\$ 19,200
OTHER REVENUE SOURCES	
Taxes Levied Directly by the Transit System (408)	
Local Cash Grants and Reimbursements (409)	
Local Special Fare Assistance (410)	
State Cash Grants and Reimbursements (411)	194,900
State Special Fare Assistance (412)	277,100
Federal Cash Grants & Reimbursements (413)	132,900
Interest Income (414)	
Contributed Services (430)	
Contributed Cash (431)	
Subsidy from Other Sectors of Operations (440)	
TOTAL OF OTHER REVENUE	\$ 604,900
GRAND TOTAL ALL REVENUES	\$ 624,100

NOTE: See the appendix for an explanation of these categories.

BIG BEND TRANSIT, INC
 TAYLOR COUNTY FLEET INVENTORY
 (effective November 1, 2011)

VEH. NO.	VEHICLE ID NO.	MFG	MFG.			ACT.			OWNERSHIP	FDOT CONTROL NO.	LIFE MILEAGE (10/11)
			YR	TYPE	FUEL	PASS	W/C	W/C			
0409	1FDWE35L44HA36454	FORD/CHAMPION	2004	SCTAWY	DSL	8	Y	2	BBT/FDOT2	99273	127,337 * 3
0505	1FDWE35L65HA35906	FORD/CHAMPION	2005	SCTAWY	GAS	8	Y	2	BBT/FDOT2	99289	113,258 * 5
0508	1FDWE35L75HA55789	FORD/CHAMPION	2005	SCTAWY	GAS	8	Y	2	BBT/FDOT2	99294	87,404 * 7
0603	1FBNE31L06HA07742	FORD	2006	VAN	GAS	11			BBT/FDOT3	99353	55,886 * 9
0604	1FBNE31L26HA07743	FORD	2006	VAN	GAS	11			BBT/FDOT3	99354	81,560 * 8
0609	1FDXE45S55HE48781	FORD/CHAMPION	2006	CTAWY	GAS	12	Y	2	BBT		135,082 * 2
0611	1GBE4V1G26F406424	CHEVY/CHAMPION	2006	CTAWY	GAS	12	Y	2	BBT	99359	142,618 * 1
0613	1FDWE35L35HE19228	FORD/CHAMPION	2006	SCTAWY	GAS	8	Y	2	BBT	90229	97,966 * 6
0615	1GBE4V1G76F416091	CHEVY/CHAMPION	2006	CTAWY	GAS	12	Y	2	BBT		120,207 * 4
0702	1GBJG31U271143379	CHEVY/CHAMPION	2007	SCTAWY	GAS	8	Y	2	BBT/FDOT2	90238	75,631
0803	1GBE4V1G28F406670	CHEVY/CHAMPION	2008	CTAWY	GAS	12	Y	2	BBT/FDOT2	99246	90,832
0804	1GBE4V1G38F406645	CHEVY/CHAMPION	2008	CTAWY	GAS	12	Y	2	BBT/FDOT2	99247	96,071
0807	1GBJG31K181124306	CHEVY/CHAMPION	2008	SCTAWY	GAS	8	Y	2	BBT/CTD		32,156
0901	1GBE4V1G58F414150	CHEVY/CHAMPION	2009	CTAWY	GAS	12	Y	2	BBT/FDOT2	90258	41,703
0906	1GBE4V1G38F414972	CHEVY/CHAMPION	2009	CTAWY	GAS	12	Y	2	BBT/FDOT2	90257	52,055
0909	1GBJG31K291140306	CHEVY/CHAMPION	2009	SCTAWY	GAS	8	Y	2	BBT/FDOT2	90259	53,403
0911	1FBNE31L39DA91485	FORD	2009	VAN	GAS	11			BBT/FDOT2	80208	26,946
1015	1GB9G5AG6A1117836	CHEVY/CHAMPION	2010	CTAWY	GAS	12	Y	2	BBT/FDOT2	80240	29,539
1016	1GB9G5AGXA1122599	CHEVY/CHAMPION	2010	CTAWY	GAS	12	Y	2	BBT/FDOT2	80239	30,805
49380	1FBNE31LX9DA49380	FORD	2009	VAN	GAS	11			BBT/CTD		68,350
49381	1FBNE31LL9DA49381	FORD	2009	VAN	GAS	11			BBT/CTD		74,286

VEHICLE REPLACEMENT SCHEDULE

Prioritized vehicle replacement schedule for the Big Bend Transit, Inc., Taylor County Coordinated Transportation System vehicle fleet:

1. replace BBT No. 0611 (mfg.yr. 2006) with a 23' Cutaway, 12A/2WC
2. replace BBT No. 0609 (mfg.yr. 2006) with a 23' Cutaway, 12A/2WC
3. replace BBT No. 0409 (mfg.yr. 2004) with a 21' Small Cutaway, 8A/2WC
4. replace BBT No. 0615 (mfg.yr. 2006) with a 23' Cutaway, 12A/2WC
5. replace BBT No. 0505 (mfg.yr. 2005) with a 21' Small Cutaway, 8A/2WC
6. replace BBT No. 0613 (mfg.yr. 2006) with a 21' Small Cutaway, 8A/2WC
7. replace BBT No. 0508 (mfg.yr. 2005) with a 21' Small Cutaway, 8A/2WC
8. replace BBT No. 0604 (mfg.yr. 2006) with a Van, 11A
9. replace BBT No. 0603 (mfg.yr. 2006) with a Van, 11A

Big Bend Transit, Inc. has sufficient, dedicated capital replacement reserve funds to provide the local match requirement of 10%.

This project, the replacement of aged, excessively worn revenue vehicles in the fleet of the Taylor County Coordinated Transportation System, is necessary for, and critical to, the continuation of efficient, cost-effective, and safe transportation services for sponsored and non-sponsored transportation disadvantaged persons, and the general public. The coordinated transportation system of this rural county offers the only public transportation opportunity for transportation disadvantaged persons and the general public to obtain access to health care, employment, education, shopping, social activities, and other life-sustaining activities.

CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c) <u>www.tripsflorida.org</u>	Estimated Cost
11. . . .	R	2	23' Cutaway bus, 12A/2WC, gasoline engine, related equipment/options	140,600
11. . . .	R	4	21' Small Cutaway bus, 8A/2WC, gas engine, related equipment/options	264,800
11. . . .	R	2	Van, 11A, gasoline engine, related equipment/options	44,000
11. . . .				
11. . . .				
Sub-total				\$ 449,400

EQUIPMENT REQUEST (c)

11. . . .	E	1	Paratransit management software, Windows-based, networked environment, and upgraded hardware as required	75,000
11. . . .				
11. . . .				
11. . . .				
Sub-total				\$ 75,000

(a) Replacement (R) or Expansion (E).

(b) Provide a brief description including the length and type vehicle, type of fuel, lift or ramp, number of seats and wheelchair positions. Do not show the Make. For example, 22' gasoline bus with lift, 12 amb. seats, 2 w/c positions (due to the higher cost of diesel vehicles the applicant shall be required to pay the difference in cost over that of a gasoline vehicle).

(c) Show mobile radios and identify the type of radio (i.e. two way radio or stereo radio), computer hardware/software, etc. under "Equipment Request."

VEHICLE SUBTOTAL \$ 449,400 + EQUIPMENT SUBTOTALS 75,000 = \$ 524,400 (x).

(x) X 80% = \$ 419,520 [Show this amount on Form 424 in block 15(a)]

EXHIBIT "B"

PROPOSED PROJECT DESCRIPTION

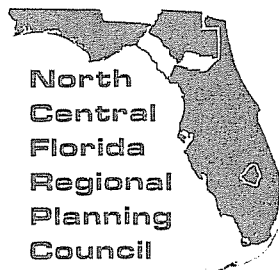
The project of this grant application for Section 5310 Capital Assistance is the acquisition of revenue vehicles and other transportation related equipment for the continuation and expansion of Big Bend Transit, Inc.'s participation in the coordinated transportation system of Taylor County as outlined in "Exhibit A", Current System Description. The expenses to be included are capital, as detailed in the Capital Request Form.

A purpose of the project is to assist in the purchase of revenue vehicles and related equipment for replacement of units and expansion of capacity. This capacity expansion and replacement of the vehicle fleet will enabling existing services to be continued and new services to be implemented, to meet an increasing demand among elderly and disabled persons, including an increasing demand for multi-loading of non-ambulatory (wheelchair) passengers. The vehicle fleet replacement project supports the operation of a coordinated transportation system, offering efficient, cost-effective transportation services on a regional, county-wide basis to the sponsored and non-sponsored transportation disadvantaged.

Further, the vehicles acquired through the project will operate in the coordinated transportation system which:

- * offers transportation services, for both ambulatory and non-ambulatory persons, 24 hours a day, 7 days a week;
- * ensures that liability coverages are, as a minimum, in the amount of \$100,000 per person and \$300,000 per occurrence; and
- * requires that all equipment employed will comply with all Federal, State and Local government requirements, and that all entities operating Section 5310 equipment have a System Safety Program Plan (SSPP).

Another purpose of the project is to assist with the acquisition of transportation-related hardware and software that promotes a regional, multi-county approach to the efficient, cost-effective operation of the coordinated transportation system of Taylor County.



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March 7, 2012

Ms. Sandra Collins, Rural Transportation Coordinator
Florida Department of Transportation - District 2
2198 Edison Ave. - MS 2813
Jacksonville, Florida 32204

RE: Regional Review of Clearinghouse Committee Item #43 -
Big Bend Transit, Inc. - Section 5311 Grant Application -
Madison County, Florida

Dear Ms. Collins:

The following comment is submitted on the above-referenced item in accordance Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Council procedures.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan. Additionally, the item is coordinated with the applicable County Transportation Disadvantaged Plan.

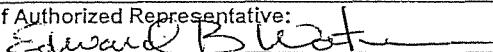
This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff, at 352.955.2200 ext. 109.

Sincerely,

Scott R. Koons, AICP
Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection

v:\chouse\letters\fdot\collins.ltr120221.43.docx

1. TYPE OF SUBMISSION:		Application - place an x in the box		Pre-application - place an x in the box	
<input type="checkbox"/> construction		<input type="checkbox"/> construction		<input type="checkbox"/> construction	
<input checked="" type="checkbox"/> non-construction		<input checked="" type="checkbox"/> non-construction		<input type="checkbox"/> non-construction	
2. DATE SUBMITTED January 13, 2012		Applicant Identifier			
3. DATE RECEIVED BY STATE		State Application Identifier			
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier			
5. APPLICANT INFORMATION					
Legal Name: Big Bend Transit, Inc.			Organizational Unit:		
Organizational DUNS: 11-432-8701			Department:		
Address: Post Office Box 1721			Division:		
Street:			Name and telephone number of person to be contacted on matters involving this application (give area code)		
City: Tallahassee			Prefix: Mr. First Name: Edward		
County: Leon			Middle Name: B.		
State: Florida Zip Code 32302			Last Name: Waters		
Country: United States of America			Suffix:		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals)			Email: twbbt@aol.com		
00-0000000000000000 59-1909296			Phone Number (give area code)		
			850-574-6266		
			Fax Number (give area code) 850-574-1531		
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) <input type="checkbox"/> <input type="checkbox"/> (See back of form for description of letters.) Other (specify)			7. TYPE OF APPLICANT: (See back of form for Application Types) 0. Not for Profit Organization Other (specify)		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) 20-509 00-000000			9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
TITLE (Name of Program): Nonurbanized Area Formula Program			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Operation and management of a coordinated transportation system		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Madison County, Florida					
13. PROPOSED PROJECT			14. CONGRESSIONAL DISTRICTS OF:		
Start Date: 10/01/12		Ending Date:	a. Applicant Two	b. Project Two	
15. ESTIMATED FUNDING: 09/30/13			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?		
a. Federal	\$	141,600	.00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:	
b. Applicant	\$	141,600	.00	DATE: January 13, 2012	
c. State	\$.00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372.	
d. Local	\$.00	<input type="checkbox"/> PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
e. Other	\$.00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?	
f. Program Income	\$	375,900	.00	<input type="checkbox"/> Yes. If "Yes" attach an explanation.	
g. TOTAL	\$	659,100	.00	<input checked="" type="checkbox"/> No	
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					
a. Authorized Representative					
Prefix: Mr.		First Name: Edward		Middle Name: B.	
Last Name: Waters		Suffix:			
b. Title: General Manager		c. Telephone Number (give area code) 850-574-6266			
d. Signature of Authorized Representative: 			e. Date Signed: January 13, 2012		

APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

FORM B-1
TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE
EXPENSES

Name of Applicant:

Big Bend Transit, Inc. (Madison County)

Fiscal period from 10/01/12 to 09/30/13

EXPENSE CATEGORY	TOTAL EXPENSE	FTA ELIGIBLE EXPENSE
Labor (501)	\$ 317,400	\$ 317,400
Fringe and Benefits (502)	129,800	129,800
Services (503)	13,600	13,600
Materials and Supplies (504)	2,300	2,300
Vehicle Maintenance (504.01)	104,100	104,100
Utilities (505)	5,900	5,900
Insurance (506)	24,700	24,700
Licenses and Taxes (507)	300	300
Purchased Transit Service (508)	0	0
Miscellaneous (509)	3,700	3,700
Leases and Rentals (512)	8,000	8,000
Depreciation (513)	49,300	
TOTAL	\$ 659,100	\$ 609,800 (a)

SECTION 5311 GRANT REQUEST

Total FTA Eligible Expenses (from Form B-1, above)	\$ <u>609,800</u> (a)
Rural Passenger Fares (from Form B-2)	\$ <u>34,000</u> (b)
Operating Deficit [FTA Eligible Expenses (a) minus Rural Passenger Fares (b)]	\$ <u>575,800</u> (c)
Section 5311 Request (No more than 50% of Operating Deficit)	\$ <u>141,600</u> (d)
Grant Total All Revenues (from Form B-2)	\$ <u>141,600</u> *(e)

Note: If Grand Total Revenues (e) exceeds FTA Eligible Expenses (a), reduce the Section 5311 Request (d) by that amount.

PART B

APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

FORM B-2

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES

Name of Applicant: Big Bend Transit, Inc. (Madison County)

Fiscal period from 10/01/12 to 09/30/13

OPERATING REVENUE CATEGORY	TOTAL REVENUE	REVENUE USED AS FTA MATCH
Passenger Fares for Transit Service (401)	Total= \$ 34,000 Rural =\$ 34,000 (b)	
Special Transit Fares (402)		
School Bus Service Revenues (403)		
Freight Tariffs (404)		
Charter Service Revenues (405)		
Auxiliary Transportation Revenues (406)		
Non-transportation Revenues (407)		
Total Operating Revenue	\$ 34,000	\$ 0
OTHER REVENUE CATEGORY		
Taxes Levied directly by the Transit System (408)		
Local Cash Grants and Reimbursements (409)		
Local Special Fare Assistance (410)		
State Cash Grants and Reimbursements (411)	157,500	
State Special Fare Assistance (412)	326,000	141,600
Federal Cash Grants and Reimbursements (413)	141,600	
Interest Income (414)		
Contributed Services (430)		
Contributed Cash (431)		
Subsidy from Other Sectors of Operations (440)		
Total of Other Revenue	\$ 625,100	\$ 141,600
GRAND TOTAL ALL REVENUE	\$ 659,100	\$ 141,600 (e)

EXHIBIT "A-1"

DATA INFORMATION FACT SHEET

		Currently FY 11/12	If Grants Awarded FY 12/13
1. Number of 1-way passenger trips.	PER YEAR	<u>20,380</u>	<u>20,890</u>
2. Number of individuals served. (unduplicated)	PER YEAR	<u>1,400</u>	<u>1,440</u>
3. Number of vehicles used for this service.	ACTUAL	<u>12</u>	<u>12</u>
4. Number of ambulatory seats.	AVERAGE PER VEHICLE	<u>11</u>	<u>11</u>
5. Number of wheelchair positions.	AVERAGE PER VEHICLE	<u>2</u>	<u>2</u>
6. Vehicle Miles traveled.	PER YEAR	<u>271,960</u>	<u>278,770</u>
7. Average vehicle miles.	PER DAY	<u>1,075</u>	<u>1,101</u>
8. Normal vehicle hours in operation.	PER DAY	<u>85.00</u>	<u>85.00</u>
9. Normal number of days in operation.	PER WEEK	<u>7</u>	<u>7</u>
10. Trip Length (roundtrip):	AVERAGE	<u>26.7 mi.</u>	<u>26.7 mi.</u>

BIG BEND TRANSIT, INC.

RIDERSHIP REPORT - Madison County Coordinated Transportation System

YTD

	Oct 10	Nov 10	Dec 10	Jan 11	Feb 11	Mar 11	Apr 11	May 11	Jun 11	Jul 11	Aug 11	Sep 11	10/10-09/11
Reservation/Demand Response Service													
LOC NON-GOV - General Public	27	53	72	30	55	46	65	70	67	62	54	30	631
LOC NON-GOV - Lake Park of Madison	0	0	0	0	0	0	0	0	0	0	0	0	0
LOC NON-GOV - Misc. Insurance, Facility, etc.	0	0	0	0	0	0	0	0	0	0	0	0	0
LOC NON-GOV - Big Bend CARES	2	0	0	0	0	0	0	0	0	0	2	0	4
LOC NON-GOV - LogistiCare	4	0	0	2	5	2	8	0	23	8	0	4	56
LOC NON-GOV - ARC/M	537	0	0	0	0	0	0	0	0	0	0	0	537
LOC GOV - VA Service	44	57	59	65	53	65	62	58	72	52	70	47	704
CTD - TDTF/Non-Sponsored General Public	556	518	485	457	437	503	478	507	498	539	540	581	6,099
ACHA/CTD - Medicaid NEM	584	477	486	481	449	490	522	496	478	498	496	508	5,965
APD -Developmental Disabilities (Medwaiver)	0	511	516	503	481	579	511	520	499	476	575	505	5,676
DOE - Division of Blind Services	0	0	0	0	0	0	0	0	0	0	0	0	0
DOE - Vocational Rehabilitation	0	0	0	0	0	0	0	0	0	0	0	0	0
DOH - Office of Disability Determination	4	2	0	4	0	0	2	1	6	2	6	0	27
AWI - WAGES Coalition Region VI	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL - Reservation/Demand Response Service	1,758	1,618	1,618	1,542	1,480	1,685	1,648	1,652	1,643	1,637	1,743	1,675	19,699
Purchased Transportation Service													
ACHA/CTD - Medicaid NEM Stretcher (Capital)	7	7	5	6	5	2	4	10	12	9	16	15	98
ACHA/CTD - Medicaid Foster Parent (MGuidinger)	0	8	14	20	18	0	16	12	0	0	0	0	88
TOTAL - Purchased Transportation Service	7	15	19	26	23	2	20	22	12	9	16	15	186
Coordinated Transportation Service													
LOC NON-GOV - Sen Citizens Council of Madsion	438	391	306	450	567	589	442	0	0	0	0	0	3,183
TOTAL - Coordinated Transportation Service	438	391	306	450	567	589	442	0	0	0	0	0	3,183
TOTAL	2,203	2,024	1,943	2,018	2,070	2,276	2,110	1,674	1,655	1,646	1,759	1,690	23,068

EXHIBIT "B"

PROPOSED PROJECT DESCRIPTION

The project of this grant application for Section 5311 Operating Assistance is the continuation of the coordinated transportation system for Madison County. The expenses to be included are operational and administrative, as detailed in the Transportation-Related Operating and Administrative Expenses.

The purpose of the project is to assist in the expense of the operation and administration of a coordinated transportation system. The coordinated transportation system offers efficient, cost-effective transportation services on a county-wide basis to the general public and to the sponsored and non-sponsored transportation disadvantaged. The coordinated transportation system is managed by a single central administrative unit, Big Bend Transit, Inc., whose responsibility it is to bring together operators and consumers to ensure quality transportation for general public, sponsored T.D., and non-sponsored T.D. persons at a reasonable cost.

Further, the project is to assist in the expense of operating the coordinated transportation system which:

- * offers transportation services, for both ambulatory and non-ambulatory persons, 24 hours a day, 7 days a week:
- * ensures that liability coverages are, as a minimum, in the amount of \$100,000 per person and \$200,000 per occurrence; and
- * requires that all equipment employed will comply with all Federal, State and Local government requirements, and that all Transportation Operators have a System Safety Program Plan (Section 341.0601, F.S.).

The awarded funds will enable existing services to be continued and an increasing demand, including an increasing demand for multi-loading of non-ambulatory (wheelchair) passengers to be accommodated.

