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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

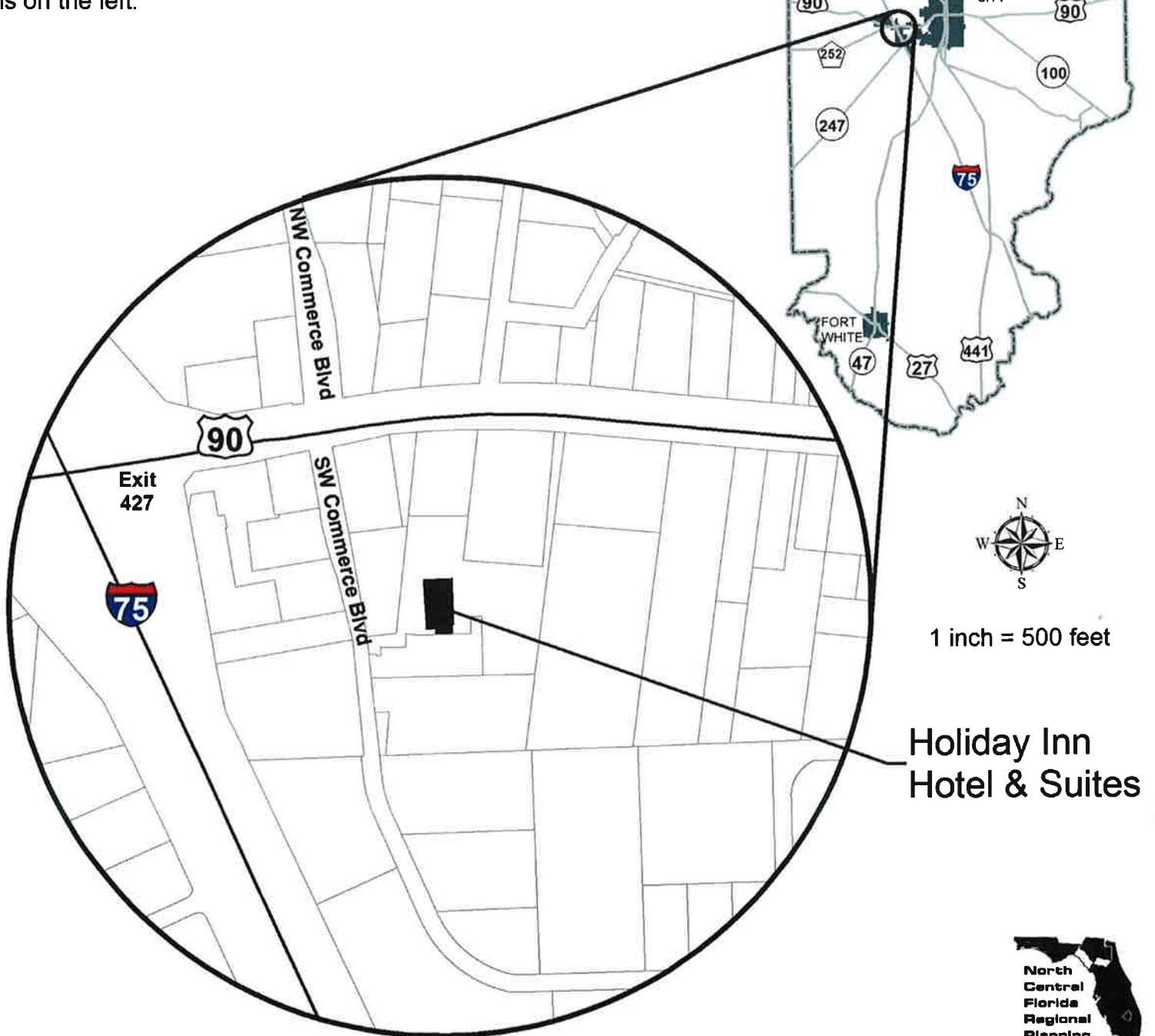
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **April 25, 2013**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(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.





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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

April 25, 2013
6:00 p.m.

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<u>Local Government Comprehensive Plan Amendments</u>	
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- Gulf of Mexico OCS Oil and Gas Lease Sales: 2014 and 2016,
Eastern Planning Area Lease Sales 225 and 226, Draft Environmental
Impact Statement

119

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

March 28, 2013
6:00 p.m.

MEMBERS PRESENT

Jim Catron
Donnie Hamlin
Thomas Hawkins, Vice-Chair
James Montgomery
Daniel Riddick
Mike Williams
Stephen Witt

MEMBERS ABSENT

Sandra Haas, Chair
Wesley Wainwright

STAFF PRESENT

Steven Dopp

Vice-Chair Hawkins called the meeting to order at 6:03 p.m.

Mr. Dopp requested that the following items received by Council staff after the agenda and meeting packet were distributed to Committee members be added to the Committee agenda:

- #49 - City of Alachua Comprehensive Plan Adopted Amendment (DEO No. 13-1ER); and
- #50 - Town of Branford Comprehensive Plan Adopted Amendment (DEO No. 13-1ER).

ACTION: It was moved by Mr. Montgomery and seconded by Commissioner Catron to add the above-referenced items to the agenda and to approve the agenda as amended. The motion carried unanimously.

I. APPROVAL OF FEBRUARY 28, 2013 MEETING MINUTES

ACTION: It was moved by Mr. Montgomery and seconded by Commissioner Riddick to approve the February 28, 2013 minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

#45 - City of Archer Comprehensive Plan Adopted Amendment (DEO No. 13-1ESR)

Mr. Dopp stated that the staff report finds the City comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjacent local governments. Mr. Dopp further noted that the adopted version of the amendment incorporates Transportation Best Practices contained in the North Central Florida Strategic Regional Policy Plan as goals and policies in the City Comprehensive Plan.

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

#47 - City of Newberry Comprehensive Plan Draft Amendment (DEO No. 13-1ESR)

Mr. Dopp stated that the staff report finds the City comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjacent local governments.

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

#48 - Suwannee County Comprehensive Plan Adopted Amendment (DEO No. 13-1ESR)

Mr. Dopp stated that the staff report finds the City comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjacent local governments.

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

#49 - City of Alachua Comprehensive Plan Adopted Amendment (DEO No. 13-1ER)

Mr. Dopp stated that the staff report finds the City Comprehensive Plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjacent local governments. Mr. Dopp further noted that the staff report recommends the City incorporate additional Transportation Best Practices contained in the North Central Florida Strategic Regional Policy Plan as goals and policies in the City Comprehensive Plan.

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

#50 - Town of Branford Comprehensive Plan Adopted Amendment (DEO No. 13-1ER)

Mr. Dopp stated that the staff report finds the Town Comprehensive Plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjacent local governments. Mr. Dopp further noted that the staff report recommends the Town incorporate Transportation Best Practices contained in the North Central Florida Strategic Regional Policy Plan as goals and policies in the Town Comprehensive Plan.

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

The meeting adjourned at 6:22 p.m.

Sandra Haas, Chair

4/25/13
Date

COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central FI
Review Date: 4/25/13
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 51
Local Government: City of Waldo
Local Government Item No: CPA 13-01 PSFE
State Land Planning Agency Item No: 13-1ESR

Date Mailed to Local Government and State Land Planning Agency: 4/26/13 (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 consists of text amendments to the City Comprehensive Plan Public School Facilities Element arising from recent amendments to the Alachua County Public Schools Interlocal Agreement (see attached).

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

The amendment does not result in an increase in intensity or density of uses. Therefore, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance, regional facilities, or adjoining local governments.

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

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

Request a copy of the adopted version of the amendment?

Yes X No
Not Applicable

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

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN AMENDMENT**

Public School Facilities Element

Goal X.1:

In order to maintain a high quality public education system, the City of Waldo shall coordinate its growth management strategies with the School Board of Alachua County's (School Board) school facilities planning programs to meet the needs of existing and future citizens.

Objective X.1.1:

It is the objective of the City of Waldo to coordinate with the School Board to ensure that adequate school capacities exist to serve existing and future residential development.

Policy X.1.1.1:

The City, in conjunction with the ~~SBAC~~ School Board and the other local governments, shall annually update and maintain a public school facilities map series as supporting data and analysis. This map series including the planned general location of schools and ancillary facilities for the five-year planning period and the long-range planning period, will be coordinated with the City's Future Land Use Map or Map Series. The map series shall include at a minimum:

- (a) A map or maps which identify existing location of public school facilities by type and existing location of ancillary plants;
- (b) A future conditions map or map series which depicts the planned general location of public school facilities and ancillary plants and renovated facilities by year for the five year planning period, and for the end of the long range planning period of the County; and,
- (c) A map or map series which depicts School Concurrency Service Areas (SCSAs) for high schools, middle schools, and elementary schools.

Policy X.1.1.2:

The City shall coordinate land use decisions with the School Board's long range facilities plans over the 5-year, 10-year, and 20-year periods by requesting School Board review of proposed comprehensive plan amendments and rezonings that would increase residential density. This shall be done as part of a planning assessment of the impact of development proposals on school capacity.

Policy X.1.1.3:

For purposes of coordinating land use decisions with school capacity planning, the School Concurrency Service Areas (SCSAs) that are established for high, middle, and elementary schools as part of the Interlocal Agreement for Public School Facility Planning shall be used for school capacity planning. The relationship of high, middle, and elementary capacity and students anticipated to be generated as a result of land use decisions shall be assessed in terms of its impact (1) on the school system as a whole and (2) on the applicable SCSA(s). ~~For purposes of this planning assessment, existing or planned capacity in adjacent SCSAs shall not be considered.~~

Policy X.1.1.4:

In reviewing land use decisions, the City may address the following issues as applicable:

- (a) Available school capacity or planned improvements to accommodate the enrollment resulting from the land use decision;
- (b) The provision of school sites and facilities within neighborhoods;
- (c) The co-location of parks, recreation and neighborhood facilities with school sites;
- (d) The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks for safe access;
- (e) Traffic circulation in the vicinity of schools including the provision of off-site signalization, signage, access improvements, sidewalks to serve schools and the inclusion of school bus stops and turnarounds;
- (f) Encouraging the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments;
- (g) Whether the proposed location is consistent with school design and planning policies.

Policy X.1.1.5:

The City shall consider and review the School Board's report of its findings and recommendations regarding the land use decision. If the School Board determines that capacity is insufficient to support the proposed land use decision, the City shall request that the School Board provide its

recommendations to remedy the capacity deficiency ~~including estimated cost and financial feasibility.~~

Policy X.1.1.6:

Where feasible and agreeable to the City, School Board, and the applicant, Capacity Enhancement Agreements shall be encouraged to ensure availability of adequate capacity at the time the school impact is created. The City's *Five-Year Schedule of Capital Improvements* shall ~~may~~ be amended to incorporate capacity modification commitments established by Capacity Enhancement Agreements.

Policy X.1.1.7:

The City shall participate in the Elected Officials Group – comprised of representatives of the School Board, the County and the municipalities within the County – established by the Interlocal Agreement for Public School Facility Planning. At the annual meeting of the Elected Officials Group, the City will receive and consider the School Board's cumulative report of land use decisions and the effect of these decisions on public school capacity.

Goal X.2:

Coordinate with the School Board to provide adequate public school capacity to accommodate enrollment demand through implementation of a ~~financially feasible 5-year~~ *District Facilities Work Program* and the City's concurrency management system.

Objective X.2.1:

The City shall coordinate with the School Board to assure the future availability of adequate public school facility capacity through its authority to implement school concurrency.

Policy X.2.1.1:

~~By December 1, 2008, t~~The City shall ~~adopt~~ maintain an amended the Interlocal Agreement for Public School Facility Planning to implement school concurrency in concert with the School Board and the other local governments. The ~~amended~~ Interlocal Agreement shall be consistent with the goals, objectives, and policies of the Public School Facilities Element.

Policy X.2.1.2:

~~No later than October 1, 2009, t~~The City shall amend its land development regulations to include provisions for public school concurrency management.

Objective X.2.2:

The City shall ensure, in coordination with the School Board, that the capacity of public schools is sufficient to support final development plans for residential developments at the adopted level of service (LOS) standards within the period covered by the *Five-Year Schedule of Capital Improvements*. Capacity shall be maintained within each year of subsequent *Five-Year Schedules of Capital Improvements*.

Policy X.2.2.1:

The LOS standards for public schools established herein shall be consistent with the adopted LOS standards for public schools of all other local governments.

Policy X.2.2.2:

The uniform, district-wide LOS standards shall be 100% of Permanent Program Capacity for elementary, middle, and high schools. This LOS standard shall apply to all School Concurrency Service Areas (SCSA) as adopted in the Interlocal Agreement, ~~except on an interim basis for the three elementary school concurrency service areas listed below. The interim LOS standards for these three elementary school concurrency service areas shall be as follows for the periods specified below:~~

~~High Springs CSA—120% of Permanent Program Capacity through 2010-2011;
Newberry CSA—115% of Permanent Program Capacity through 2010-2011;
and,
West Urban CSA—115% of Permanent Program Capacity through 2010-2011.~~

For combination schools, the School Board shall separately determine the capacity of each school to accommodate elementary, middle, and high school students and apply the LOS standard prescribed above for elementary, middle, and high levels respectively.

Policy X.2.2.3:

The City shall not revise its adopted LOS standards for public schools, unless there is agreement by all parties to the Interlocal Agreement to amend the LOS standards. Revision of the adopted LOS standards shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the local government comprehensive plans. The amended LOS standard shall not be effective until all plan amendments are effective and the amendment to the Interlocal Agreement for Public School Facility Planning is fully executed. Changes to LOS standards shall be supported by adequate data and analysis showing that the amended LOS standard is financially feasible and can be achieved and maintained within the

period covered by the applicable five years of the *5-year District Facilities Work Program*.

Objective X.2.3:

The City shall, in coordination with the School Board and other local governments, establish School Concurrency Service Areas (SCSAs) as the areas within which an evaluation is made of the availability of adequate school capacity based on the adopted LOS standards.

Policy X.2.3.1:

SCSAs for high, middle, and elementary schools shall be as adopted in the Interlocal Agreement. Maps depicting the SCSA boundaries shall be included as a part of the data and analysis supporting this Element.

Policy X.2.3.2:

SCSAs shall be established to maximize available school capacity and make efficient use of new and existing public schools in accordance with the LOS standards. Determination of SCSA boundaries shall also be based on the following:

- (a) Minimization of transportation costs;
- (b) Limitations on maximum student travel times;
- (c) The effect of court approved desegregation plans;
- (d) Recognition of the capacity commitments resulting from the development approvals by the local governments within Alachua County;
- (e) The relationship of school facilities to the communities they serve including reserve area designations established under the "Alachua County Boundary Adjustment Act"; and
- (f) The effect of changing development trends.

Policy X.2.3.3:

The City, in coordination with the School Board and other local governments, shall require that prior to adopting a modification to SCSAs, the following standards will be met:

- (a) Potential modifications to the SCSAs may be considered annually.

- (b) Modifications to SCSA boundaries shall be based upon the criteria as provided in Policy X.2.3.2.

~~(c) SCSA boundaries shall be modified based on supporting data and analysis showing that the amended SCSAs are financially feasible within the five-year period described by the *Five-Year Schedule of Capital Improvements*.~~

- ~~(d)~~ (c) Any party to the adopted Interlocal Agreement may propose a modification to the SCSA boundary maps.

~~(e)~~ (d) At such time as the School Board determines that a SCSA boundary change is appropriate considering the above criteria, the proposed SCSA boundary modification, with supporting data and analysis, shall be sent to the Elected Officials Group.

~~(f)~~ (e) The Elected Officials Group shall review the proposed SCSA boundary modifications and send its comments to the School Board and the local governments.

~~(g)~~ (f) Modifications to a SCSA shall become effective upon final approval by the School Board and amendment of the Interlocal Agreement for Public School Facility Planning by the parties to the agreement.

Objective X.2.4:

In coordination with the School Board, the City shall establish a joint process for implementation of school concurrency which includes applicability, capacity determination, availability standards, and school capacity methodology.

Policy X.2.4.1:

The issuance of final development approval shall be subject to the availability of adequate school capacity based on the adopted LOS standards.

Policy X.2.4.2:

The following residential developments are exempt from the school concurrency requirements:

- (a) Single family lots of record that received final subdivision or plat approval prior to the effective date of the initial PSFE, or single family subdivisions or plats actively being reviewed at the time of adoption of the initial PSFE that have received preliminary development plan approvals and there is no lapse in the development approval status.

- (b) Multi-family residential development that received final site plan approval prior to the effective date of the initial PSFE, or multi-family site plans actively being reviewed at the time of adoption of the initial PSFE that have received preliminary development plan approvals and there is no lapse in the development approval status.
- (c) Amendments to subdivisions or plat and site plan for residential development that were approved prior to the initial effective date of the PSFE, and which do not increase the number of students generated by the development.
- (d) Age restricted developments that prohibit permanent occupancy by persons of school age. Such restrictions must be recorded, irrevocable for a period of at least thirty (30) years and lawful under applicable state and federal housing statutes. The applicant must demonstrate that these conditions are satisfied.
- (e) Group quarters that do not generate students that will be housed assigned to in public school facilities, including residential facilities such as local jails, prisons, hospitals, bed-and-breakfast inns, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing, and religious non-youth facilities.

Policy X.2.4.3:

Student generation rates used to determine the impact of a particular development application on public schools and the costs per student station shall those adopted in the *5-year District Facilities Work Program*.

Policy X.2.4.4:

The City shall rely on the determination from School Board regarding the utilization rate of each school. The School Board uses ~~permanent-program~~ capacity as the methodology standard to determine the capacity of elementary, middle, and high school facilities. School enrollment is based on the enrollment of each individual school based on counts reported by the School Board to the Department of Education.

Policy X.2.4.5:

The City shall rely on the School Board's concurrency review for all development approvals subject to school concurrency as to whether there is adequate school capacity to accommodate the proposed development. If

adequate capacity does not exist, the City shall consider School Board – identified mitigation options and issue a concurrency determination based on the School Board’s written findings and recommendations. Within the scope of this responsibility, the School Board may delegate the authority to the City to approve development plans where student generation projections are below established thresholds.

Policy X.2.4.6:

School concurrency applies only to applications for new residential development, or a phase of residential development, requiring a final development approval submitted after the effective date of the PSFE. The City shall amend the concurrency management system in its land development regulations to require that all new residential development be reviewed for school concurrency no later than the time of final development approval. The City shall not deny a final development approval for residential development due to a failure to achieve and maintain the adopted LOS standards for public school capacity where:

- (a) Adequate school facilities will be in place or under construction within three years, as provided in the *5-year District Facilities Work Program* and adopted as part of the Capital Improvements Element, after the issuance of the final development approval; or,
- (b) Adequate school facilities will be in place or under construction in the adjacent SCSA within three years, as provided in the *5-year District Facilities Work Program* and adopted as part of the Capital Improvements Element, after the issuance of the final development approval; or,
- (c) The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by development of the property subject to the final development approval as provided in this Element.

~~Policy X.2.4.7:~~

~~The City shall not issue a school concurrency reservation for any non-exempt residential development application until the School Board has issued a letter verifying capacity is available to serve the development. The letter shall provide a temporary commitment of capacity of necessary school facilities for a period not to exceed six (6) months from the date of preliminary development approval or until a final development approval is issued, whichever occurs first.~~

~~Policy X.2.4.8:~~

~~Once the City reserves school capacity for concurrency purposes as a part of the final development approval, the school capacity necessary to serve the development shall be considered reserved for the duration of the final development approval, as specified in the City's land development regulations.~~

~~Policy X.2.4.9:~~

~~The City shall notify the School Board within fifteen (15) days of the approval of and expiration of a concurrency reservation for a residential development. No further determination of school capacity availability shall be required for the residential development before the expiration of the concurrency reservation, except that any change requires review.~~

~~Policy X.2.4.10:~~

~~In evaluating a residential development for concurrency, any relevant programmed improvements in years 2 or 3 of the *Five-Year Schedule of Capital Improvements* shall be considered available capacity for the project and factored into the LOS analysis. Any relevant programmed improvements in years 4 or 5 of the *Five-Year Schedule of Capital Improvements* shall not be considered available capacity for the project unless funding for the improvement is assured by the School Board to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within three years. (The School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.)~~

Objective X.2.5:

The City, in coordination with the School Board, shall provide for mitigation alternatives that are determined by the School Board to be financially feasible and will achieve and maintain the adopted LOS standard consistent with the adopted SBAC's ~~financially feasible~~ School Board's 5- Year *District Facilities Work Program*.

Policy X.2.5.1:

Mitigation may be allowed for those residential developments that cause a reduction in the adopted LOS Standards. Mitigation options shall include options listed below. The School Board assumes operational responsibility of the agreed upon mitigation through incorporation in the adopted *5-year District Facilities Work Program*.

- (a) The payment of a proportionate share amount as calculated by the formula prescribed in Section 8.6.3 of the Interlocal Agreement for Public School Facility Planning or the equivalent. The ~~d~~Donation, construction, or funding of school facilities or sites sufficient to

offset the demand for public school facilities created by the proposed development;

- (b) The creation of mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits;
- (c) The establishment of a charter school with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF); and,

Policy X.2.5.2:

Mitigation must be directed toward a permanent program capacity improvement identified in the *5-year District Facilities Work Program*, which satisfies the demands created by the proposed development consistent with the adopted LOS standards. Relocatable classrooms will not be accepted as mitigation. If the mitigation proposal is for a project that is not within the adopted *5-year District Facilities Work Program*, acceptance of the proposal will be subject to determination by the School Board of the financial feasibility of the project. If the School Board agrees to the mitigation, the mitigation will be adopted into its *5-year District Facilities Work Program*.

Policy X.2.5.3:

Mitigation proposals shall be reviewed by the School Board, the City, and any affected municipality. If agreed to by all parties, the mitigation shall be assured by a legally binding development agreement between the School Board, the City, and the applicant. Said agreement shall be executed prior to the City's issuance of the final development approval.

Policy X.2.5.4:

The applicant's total proportionate share obligation to resolve a capacity deficiency shall be based on the following:

Step 1: Determination of Number of Student Stations

Number of Student Stations (by school type) = Number of Dwelling Units by Housing Type X Student Generation Multiplier (by housing and school type)

The above formula shall be calculated for each housing type within the proposed development and for each school type (elementary, middle or high) for which a capacity deficiency has been identified. The sum of these calculations shall be used to calculate the proportionate share amount for the development under review.

Step 2: Calculation of Proportionate Share

Proportionate Share Amount = Total Number of Student Stations (as determined in Step 1) X Cost per Student Station for School Type

The “Cost per Student Station for School Type” shall only include school facility construction, land costs, and costs to build schools to emergency shelter standards, when applicable.

The applicant’s proportionate-share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

Objective X.2.6:

~~No later than December 1st of each year, the City shall adopt~~ reference the School Board’s annually updated 5-year District Facilities Work Program into its Five-Year Schedule of Capital Improvements.

Policy X.2.6.1:

Upon the School Board’s annual update and amendment to its *5-year District Facilities Work Program* to add a new fifth year, which continues to achieve and maintain the adopted LOS for schools, the City ~~shall~~ may amend its Five-Year Schedule of Capital Improvements. However, the City shall have neither obligation nor responsibility for funding the capital improvements identified in the *5-year District Facilities Work Program*.

Goal X.3: The City of Waldo shall monitor and evaluate the Public Schools Facilities Element in order to assure the success of the public school facilities planning and implementation of school concurrency.

Objective X.3.1:

On an ongoing basis, the City shall evaluate the comprehensive plan with the plans of the School Board in an effort to ensure consistency in the implementation of school concurrency.

Policy X.3.1.1:

The Local Planning Agency (LPA) is the lead agency responsible for monitoring and evaluation of the comprehensive plan. The City’s LPA will participate in the evaluation of the effectiveness of implementing the Public School Facilities Element and Interlocal Agreement.

Policy X.3.1.2:

The City and the School Board will coordinate during updates or amendments to the City's Comprehensive Plan and updates or amendments for long-range plans for School Board facilities. Amendments to the Public School Facilities Element will be initiated following the procedures of the Interlocal Agreement.

Policy X.3.1.3:

Consistent with the Interlocal Agreement for Public School Facility Planning, the Staff Working Group will meet at least once per year to discuss issues related to the effectiveness of implementing the Public School Facilities Element and Interlocal Agreement and discuss recommendations for change.

Policy X.3.1.4:

On an annual basis, the City and the School Board will conduct a workshop on implementing the Public School Facilities Element and Interlocal Agreement.

GOAL 4: Provide safe and secure public schools sited within well-designed communities.

Objective X.4.1: Encourage schools as focal points of community planning and design.

Policy X.4.1.1:

The City, in conjunction with the School Board, shall promote the use of existing schools as neighborhood centers or focal points.

Policy X.4.1.2:

Elementary and middle schools are encouraged to locate:

- a. within existing or proposed areas designated for residential development.
- b. near existing or designated public facilities such as parks, recreational areas, libraries and community centers to facilitate the joint use of these areas.

Objective X.4.2: The City will establish siting and design standards for schools provide security and safety of children, to provide a functional educational environment, and to coordinate plans for supporting infrastructure.

Policy X.4.2.1:

Potential school sites shall be consistent with the following school siting standards, to the extent practicable:

- a. The location of school proximate to residential development and contiguous to existing school sites, and which provide potential focal points for community activities, including opportunities for shared use and co-location with other community facilities.
- b. The location of elementary schools proximate to and, within walking distance of the residential development served;
- c. Elementary schools should be located on local or collector streets.
- d. Middle and high schools shall be located on collector or arterial streets.
5. Compatibility of the school site with present and future land uses of adjacent property considering the safety of students and the effective provision of education;
6. Whether existing schools can be expanded or renovated to support community redevelopment and revitalization, efficient use of existing infrastructure, and the discouragement of urban sprawl;
7. Site acquisition and development costs;
8. Safe access to and from schools by pedestrians, bicyclists and motor vehicles;
9. Existing or planned availability of adequate public facilities and services to support the School;
10. Environmental constraints that would either preclude or render infeasible the development or significant expansion of a public school on the site;
11. Adverse impacts on archaeological or historic sites listed in the national Register of Historic Places or designated by the affected local government as a locally significant historic or archaeological resource;

12. The proposed location is consistent with the City's comprehensive plan, stormwater management plans, or watershed plans;
13. The proposed location is not within a velocity floodzone or floodway, as delineated on pertinent maps identified or referenced in the applicable comprehensive plan or land development regulations;
14. The proposed site can accommodate the required parking, circulation and queuing of vehicles; and
15. The proposed location lies outside the area required by Section 333.03, F.S., regarding the construction of public educational facilities in the vicinity of an airport.

Policy X.4.2.2:

Land development regulations for public and private educational facilities should include reasonable development standards and conditions, and may provide for consideration of the site plan's adequacy as it relates to environmental concerns, health, safety, and general welfare, promotion of safe pedestrian and bicycle access with interconnections to related uses, and effects on adjacent properties.

Policy X.4.2.3:

As provided for in the Interlocal Agreement for Public School Facility Planning, the City shall include a representative appointed by the School Board on the Local Planning Agency (LPA) to attend those meetings at which the agencies consider comprehensive plan amendments and rezonings that would, if approved, increase residential density on the property that is the subject of the application.

Objective X.4.3: The City will coordinate with the School Board, Alachua County and the municipalities to maintain and update student enrollment and population projections.

Policy X.4.3.1:

The City will coordinate and base its plans upon consistent projections of the amount, type, and distribution of population growth and student enrollment. Countywide 5-year population and student enrollment projections shall be reviewed and updated annually.

Policy X.4.3.2:

The School Board shall use student population projections based on information produced by the demographic and education estimating

conferences pursuant to Section 216.136, Florida Statutes and the Department of Education Capital Outlay Full-Time Equivalent (COFTE). The School Board may request adjustment to the projections based on actual enrollment and development trends. In formulating such a request the School Board will coordinate with the Cities and County regarding development trends, enrollment projections and future population projections.

Policy X.4.3.3:

As provided in the Interlocal Agreement for Public School Facility Planning, the City will provide to the School Board, on an annual basis, a report on growth and development trends for the preceding calendar year. The City will generate data on growth and development for the School Board's consideration in allocating the projected student enrollment into school attendance zones.

Policy X.4.3.4:

At least one year prior to preparation of each Educational Plant Survey, the Staff Working Group will assist the School Board in an advisory capacity in preparation of the survey. The Educational Plant Survey shall be consistent with the requirements of Section 1013.33, F.S., and include at least an inventory of existing educational facilities, recommendations for new and existing facilities, and the general location of each in coordination with local government comprehensive plans. The Staff Working Group will evaluate and make recommendations regarding the location and need for new schools, significant expansions of existing schools, and closures of existing facilities, and the consistency of such plans with the local government comprehensive plan.

Policy X.4.3.5:

The City will provide to the School Board on an annual basis and in accordance with a schedule described in the Interlocal Agreement, a report on growth and development trends for the preceding calendar year within their jurisdiction. These reports will include the following:

- (a) The type, number, and location of residential units which have received development plan approval;
- (b) Information regarding comprehensive land use amendments which have an impact on school facilities;
- (c) Residential building permits and / or certificates of occupancy issued for the preceding year and their location;

- (d) The identification of any development orders issued which contain a requirement for the provision of a school site as a condition of development approval;
- (e) Other information relevant to monitoring for school concurrency.

Objective X.4.4: The City shall maximize co-location opportunities between the City, the School Board, and other jurisdictions.

Policy X.4.4.1:

The City shall co-locate public facilities such as parks, recreational areas, libraries, and community centers with schools to the maximum extent practicable. The City will seek opportunities to co-locate and share use of City facilities when preparing updates to the Comprehensive Plan's schedule of capital improvements and when planning and designing new, or renovating existing, community facilities.

Policy X.4.4.2:

Upon notice by the School Board that it is considering acquisition of a school site, the City shall promptly notify the School Board of the City's interest, if any, in joint acquisition or co-location for other public facilities.

Policy X.4.4.3:

The City and the School Board shall, where feasible, enter into agreements for joint-use facilities, to include but not be limited to, schools, community centers, libraries and parks.

Policy X.4.4.4:

The City will coordinate with the School Board and adjacent local governments in order to ensure that new school facilities and expanded school facilities serve as and provide emergency shelters as required by Section 1013.72, Florida Statutes.

DEFINITIONS

~~The Florida Inventory of School Houses (FISH) capacity is adjusted by the School Board annually to account for measurable programmatic changes.~~

~~“Measurable programmatic changes” include changes to the operation of a school that has consistent and measurable capacity impact including, but not limited to, double sessions, floating teachers, year-long schools and special educational programs.~~

~~The School Board hereby selects permanent program capacity as the methodology to determine the capacity of elementary, middle, high and special schools. Relocatables (portables) are not considered permanent capacity. Consistent the Interlocal Agreement for Public School Facility Planning, school enrollment shall be based on the annual enrollment of each individual school based on actual counts reported to the Department of Education. The School Board will determine according to the standards set the Interlocal Agreement Public School Facility Planning.~~

~~Adequate school capacity is the circumstance where there is sufficient school capacity, based on adopted LOS standards, to accommodate the demand created by a proposed development.~~

~~Final Development Approval: For the purposes of implementation of school concurrency, final subdivision or site plan approval for residential development, or the functional equivalent for a development or phase of a development authorizing residential development.~~

Adequate school capacity: the circumstance where there is sufficient school capacity by school type, based on adopted Level of Service (LOS) standards, to accommodate the demand created by a proposed residential development

Affected Jurisdictions: local governments that are parties to the Interlocal Agreement for Public School Facilities Planning and are physically located within the same SCSA(s) as the area affected by a land use decision that may increase public school enrollment

Capacity: "capacity" as defined in the Florida Inventory of School Houses (FISH) manual

Capacity Enhancement Agreement: an agreement between the School Board, affected jurisdictions and a private entity (land owner, developer, applicant, etc) to address long range school capacity issues associated with a land use decision

Existing school facilities: school facilities constructed and operational at the time a completed application for residential development is submitted to a Local Government

Final Subdivision or Plat / Final Site Plan: the stage in residential development where permits or development orders are approved authorizing actual construction of infrastructure, the recording of a final plat or the issuance of building permits

FISH Manual: the document entitled "Florida Inventory of School Houses (FISH)," the most current edition, that is published by the Florida Department of Education, Office of Educational Facilities (hereinafter the "FISH Manual")

Land Use Decisions: Future Land Use Map amendments, rezonings, and other residential development approvals under the Land Development Code that precede the application of school concurrency and do not require a Certificate of School Concurrency

FISH Capacity: capacity that is provided by "buildings and facilities," as defined in the FISH Manual

Measurable programmatic change: means a change to the operation of a school or the use of the school facility that has consistently and measurably modifies the capacity such as the use of classrooms for special education or other special purposes.

Program Capacity: capacity that is provided by "buildings and facilities" as defined in the FISH Manual and modified by the School Board to reflect measurable programmatic changes

Planned school facilities: school facility capacity that will be in place or under actual construction within three (3) years after the issuance of final subdivision or site plan approval, pursuant to the School Board's adopted *5 Year District Facilities Work Program*

Preliminary Subdivision or Plat / Preliminary Site Plan: any conceptual approval in residential that precedes the review of detailed engineering plans and/or the commencement of actual construction of infrastructure

School Type: Elementary Schools are grades Pre Kindergarten Exceptional Student Education (PK- ESE) through 5; Middle Schools are grades 6 through 8; and High School are grades 9 through 12

Total school facilities: existing school facilities and planned school facilities

Utilization of capacity: current enrollment at the time of a completed application for residential development, divided by the program capacity

Work Program: the School Board's 5 Year District Facilities Work Program adopted pursuant to section 1013.35, F.S.

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

Regional Planning Council: North Central FL
Review Date: 4/25/13
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 53
Local Government: City of Alachua
Local Government Item No.
City Ordinance No. 13 03
State Land Planning Agency Item No: 13-1ESR

Date Mailed to Local Government and State Land Planning Agency: 4/26/13 (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 reclassifies 45.54 acres on the City Future Land Use Map from Agriculture to Industrial (see attached). No changes were made to the adopted version of the amendment.

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

The subject property is located in an Area of High Recharge Potential to the Floridan Aquifer, which is a Natural Resource of Regional Significance identified and mapped in the regional plan. Nevertheless, significant adverse impacts are not anticipated as a result of the amendment as the City Comprehensive Plan contains policy direction to prevent significant adverse impacts to Natural Resources of Regional Significance (see attached).

The subject property is located within one-half mile of State Road 235, which is identified in the regional plan as part of the Regional Road Network. The North Central Florida Strategic Regional Policy Plan Policies 5.1.1 through 5.1.4 establish minimum level of service standards for segments of the regional road network. Minimum level of service standards identify a level of service where traffic volumes which exceed the standard constitute an adverse impact to the Regional Road Network.

Regional Policy 5.1.1 considers impacts to Regional Road Network to be adequately mitigated within municipalities, urban service areas, and urban development areas where the local government comprehensive plan contains goals and policies which implement Transportation Best Practices. Transportation Best Practices are discussed in pages V-34 through V-36 of the regional plan (see attached). Regional Policy 5.1.2 of the regional plan establishes a minimum level of service standard of E for municipalities, urban service areas, and urban development areas where the local government comprehensive plan does not implement Transportation Best Practices.

The Traffic Circulation Element of the City Comprehensive Plan incorporates some of the Transportation Best Practices identified in the regional plan. It is recommended that the City consider incorporating additional Transportation Best Practices as goals and policies in its Comprehensive Plan to mitigate potential adverse impacts to the Regional Road Network.

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

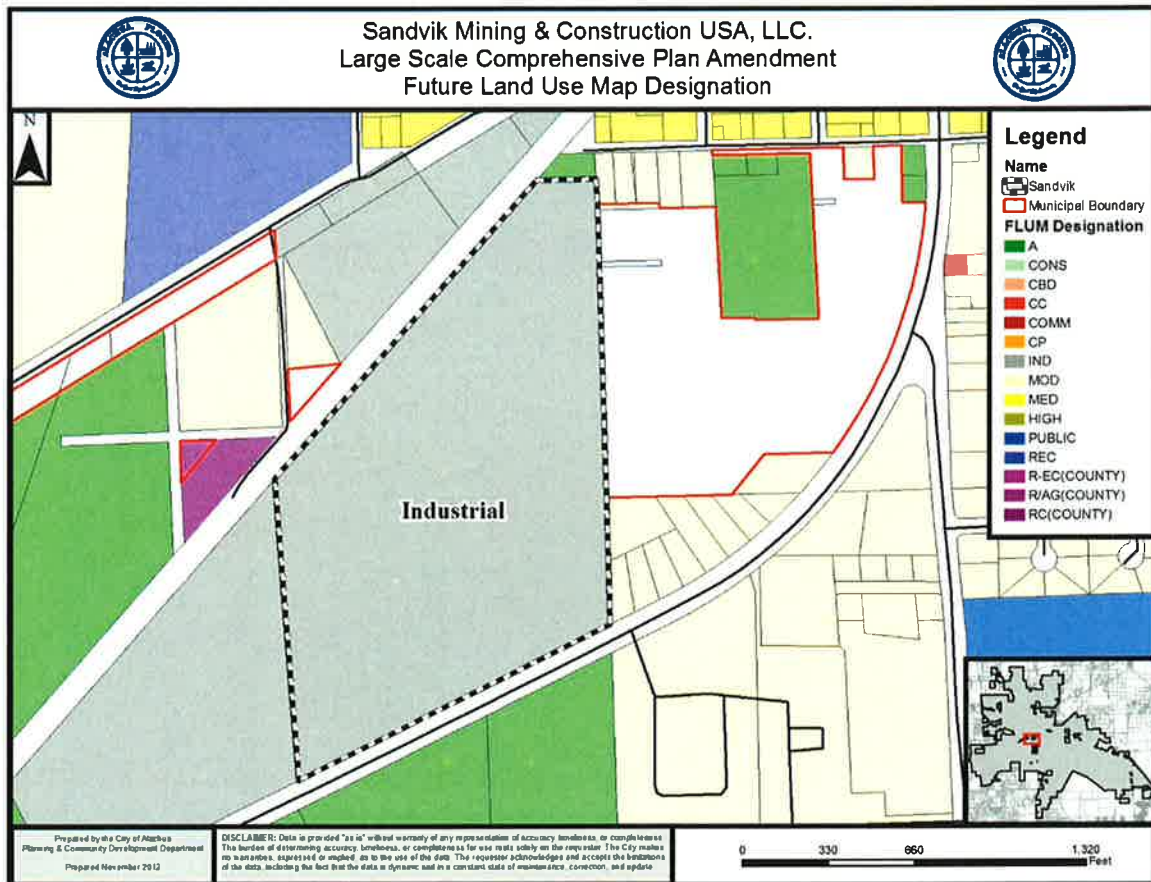
Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendment.

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.

EXHIBIT "B"



**EXCERPTS FROM THE
NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN**



proportion of the trips on the failing road network are attributable to the project. The percentage is multiplied by the costs of the transportation projects needed to restore level of service for the failing facilities to determine an amount of money, which is the developer's proportionate-fair share payment.

e. Transportation Planning Best Practices

While north central Florida local governments are financially unable to fund traditional transportation concurrency, adverse impacts to the regional road network can be minimized through sound transportation planning. Transportation Planning Best Practices for north central Florida local governments could include enhancing road network connectivity, providing parallel local routes to the Regional Road Network, incorporating access management strategies, and developing multimodal transportation systems. By relying on transportation planning best practices, urban development can still be directed to incorporated municipalities, urban service areas, and urban development areas while minimizing transportation infrastructure costs and declines in level of service. Examples of policy areas which could be addressed in local government comprehensive plans to implement these transportation planning best practices include the following.

Enhance Road Network Connectivity by

- Establishing a comprehensive system of street hierarchies with appropriate maximum spacing for local, collector, and arterial street intersection and arterial spacing, including maximum intersection spacing distances for local, collector, and arterial streets;

- Establishing a thoroughfare plan and right-of-way preservation requirements to advance the development of arterial and collector streets throughout the jurisdiction;

- Limiting or discouraging the use of cul-de-sacs and dead-end streets, limiting the maximum length of cul-de-sacs and dead end streets, and encouraging the use of traffic calming devices and strategies as an alternative to dead end streets and cul-de-sacs;

- Encouraging street stubs for connections to future development requiring connections to existing street stubs/dead end streets when adjacent parcels are subdivided/developed in the future, and requiring developments to connect through to side streets at appropriate locations;

- Encouraging the creation of paths that provide shortcuts for walking and cycling where dead-end streets exist, mid-block bike paths and pedestrian shortcuts, and limiting the maximum spacing between pedestrian/bicycle connections as well as; or

- Limiting or discouraging gated communities and other restricted-access roads.

- Provide Parallel Local Routes and Other Alternative Local Routes to the Regional Road Network.

- Planning and mapping parallel roadway and cross street networks to provide a clear framework for implementing alternative routes to the Regional Road Network;



Adding segments of the parallel roadway and cross street networks to the capital improvements program;

Encouraging developer participation in implementing the system through fair share agreements as a condition of development approval for Regional Road Network concurrency mitigation; or

Encouraging the establishment of a long-term concurrency management system plan for accomplishing the parallel local routes and interparcel cross-access in selected areas.

Promote Access Management Strategies by

Requiring large commercial developments to provide and/or extend existing nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on the Regional Road Network;

Requiring shopping centers and mixed-use developments to provide a unified access and circulation plan and require any outparcels to obtain access from the unified access and circulation system;

Properties under the same ownership or those consolidated for development will be treated as one property for the purposes of access management and will not received the maximum potential number of access points for that frontage indicated under minimum access spacing standards;

Existing lots unable to meet the access spacing standards for the Regional Road Network must obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements;

Establishing minimum access spacing standards for locally maintained thoroughfares and use these to also guide corner clearance;

Maintaining adequate corner clearance at crossroad intersections with the Regional Road Network;

Encouraging sidewalk connections from the development to existing and planned public sidewalk along the development frontage;

Encouraging cross-access connections easements and joint driveways, where available and economically feasible;

Encouraging closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site;

Encouraging safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site;

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



Encouraging intersection and/or signalization modifications to improve roadway operation and safety;

Encouraging the addition of dedicated turn lanes into and out of development;

Encouraging the construction of public sidewalks along all street frontages, where they do not currently exist;

Encouraging the widening of existing public sidewalks to increase pedestrian mobility and safety;

Encouraging the deeding of land for the addition and construction of bicycle lanes;

Encouraging the provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from inclement weather to encourage walking;

Encouraging the construction of new road facilities which provide alternate routes to reduce congestion; or

Encouraging the addition of lanes on existing road facilities, especially where it can be demonstrated that the road will lessen impacts to the Regional Road Network.

Develop Multimodal Transportation Systems by

Encouraging development at densities within urban areas which support public transit;

Providing one or more park-and-ride lots to encourage carpooling and ridesharing, and the use of public transit among inter-city commuters;

Providing a system of sidewalks and/or bike paths connecting residential areas to schools, shopping, and recreation facilities;

Establishing an interlocal agreement with an existing public mass transit system provider to provide regular daily inter-city transit service for inter-city commuters; or

Establishing a local public mass transit system.

STAFF-LEVEL ITEMS



#37

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March 21, 2013

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 -
City of Gainesville Section 5310 Operating Assistance Grant Application
for Fiscal Year 2013 - Alachua 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.ltr130321.37.docx

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction		2. DATE SUBMITTED January 11, 2013	Applicant Identifier	
Pre-application <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		3. DATE RECEIVED BY STATE	State Application Identifier	
		4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier	
5. APPLICANT INFORMATION				
Legal Name: Regional Transit System		Organizational Unit: Department: Public Works		
Organizational DUNS: 010-522159		Division:		
Address: Street: 100 SE 10th Ave		Name and telephone number of person to be contacted on matters involving this application (give area code)		
City: Gainesville		Prefix: Mr.	First Name: Jesus	
County: Alachua		Middle Name M.		
State: FL		Last Name Gomez		
Zip Code 32601	Suffix:			
Country: USA		Email: gomezjm@ci.gainesville.fl.us		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-6000325		Phone Number (give area code) 352-393-7860		Fax Number (give area code) 352-334-2607
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)		7. TYPE OF APPLICANT: (See back of form for Application Types) N. Other (specify) City Transit System		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-513		9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): City of Gainesville and Alachua County		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: To purchase ADA paratransit trips for the disabled in the unincorporated area surrounding the City of Gainesville, FL. Residents having a Gainesville address not in the area not covered by the current RTS ADA service area. These trips origins and destinations have Gainesville addresses.		
13. PROPOSED PROJECT Start Date: 10/01/12 Ending Date: 09/30/13		14. CONGRESSIONAL DISTRICTS OF: a. Applicant District 6 b. Project District 6		
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?		
a. Federal	\$ 25,000.00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: January 11, 2013		
b. Applicant	\$ 25,000.00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372		
c. State	\$.00	<input type="checkbox"/> OR 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	\$ 50,000.00			
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 Mr.	First Name Russell	Middle Name D.		
Last Name Blackburn		Suffix		
b. Title City Manager		c. Telephone Number (give area code) (352) 334-5000 ext 5679		
d. Signature of Authorized Representative		e. Date Signed 11 January 2013		

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

APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

FORM B-1

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

Name of Applicant: Regional Transit System (RTS)State Fiscal period from 1 Oct 12 to 30 Sept 13

EXPENSE CATEGORY	TOTAL EXPENSE	FTA ELIGIBLE EXPENSE
Labor (501)	\$ 307,888.00	\$ 307,888.00
Fringe and Benefits (502)	\$ 103,043.00	\$ 103,043.00
Services (503)	\$ 180,811.00	\$ 180,811.00
Materials and Supplies (504)	\$ 5,386.00	\$ 5,386.00
Vehicle Maintenance (504.01)	\$ 61,577.00	\$ 61,577.00
Utilities (505)	\$ 8,462.00	\$ 8,462.00
Insurance (506)	\$ 50,771.00	\$ 50,771.00
Licenses and Taxes (507)	-	-
Purchased Transit Service (508)	\$ 46,947.00	\$ 46,947.00
Miscellaneous (509)	\$ 231.00	\$ 231.00
Leases and Rentals (512)	\$ 1,540.00	\$ 1,540.00
Depreciation (513)		
TOTAL	\$ 766,656.00	\$ 766,656.00 (a)

SECTION 5310 GRANT REQUEST

Total FTA Eligible Expenses (from Form B-1, above) \$ 766,656.00 (a)Rural Passenger Fares (from Form B-2) \$ 84,637.00 (b)Operating Deficit \$ 682,019.00 (c)
[FTA Eligible Expenses (a) minus Rural Passenger Fares (b)]Section 5310 Request \$ 25,000.00 (d)
(No more than 50% of Operating Deficit)Grant Total All Revenues (from Form B-2) \$ 84,637.00 *(e)**Note: If Grand Total Revenues (e) exceeds FTA Eligible Expenses (a), reduce the Section 5310 Request (d) by that amount.**

EXHIBIT A-1 -- FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED *
1. Number of total one-way trips served by the agency PER YEAR (for all purposes)*	10,750,526 ⁽¹⁾	10,800,000
2. Number of one-way trips provided to elderly and persons with disabilities (including New Freedom Trips) PER YEAR*	1,379,585⁽¹⁾	1,450,000
3. Number of individual Elderly and Disabled and New Freedom unduplicated riders (first ride per rider per fiscal year) PER YEAR	5,084 ⁽¹⁾	6,500
4. Number of vehicles used to provide Elderly and Disabled and New Freedom service ACTUAL	158	158
5. Number of vehicles used to provide Elderly and Disabled and New Freedom service eligible for replacement ACTUAL	18 Paratransit Vans	17 Paratransit Vans
6. Vehicle miles traveled to provide Elderly and Disabled and New Freedom service PER YEAR	3,297,765.59⁽¹⁾	3,350,000.00
7. Normal number of days that vehicles are in operation to provide Elderly and Disabled and New Freedom service PER WEEK	7	7
8. Posted hours of normal operation to provide Elderly and Disabled and New Freedom service PER WEEK	M – F: 6 AM to 3 AM : 21 Hrs Saturday: 7AM to 7PM : 12 Hrs Sunday: 10 AM to 6 PM: 8 Hrs Total (WEEK): 125 Hrs	M – F: 6 AM to 3 AM : 21 Hrs Saturday: 7AM to 7PM : 12 Hrs Sunday: 10 AM to 6 PM: 8 Hrs Total (WEEK): 125 Hrs

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

(1) Actual Numbers provided in "Current Column". Numbers reflect RTS ADA fixed route ridership as well as paratransit ridership.

Exhibit B

Proposed Project Description

1. If awarded, the 5310 money will be used to continue the existing level of service by purchasing transportation for the disabled and disadvantaged individuals who reside in unincorporated Gainesville and need transportation. When the grant was first awarded in FY2010 under USC 5317, it allowed the City of Gainesville to expand the ADA service area. The demand for trips in the unincorporated continues to increase and the TD funds are progressively being prioritized into the top four categories. RTS is working with the Community Transportation Coordinator (CTC) to make the Transportation Disadvantaged (TD) and county funds stretch as far as possible to purchase and provide transportation where the need is greatest. The housing in the outlying areas is more affordable, therefore more of the disabled and elderly live in the fringe areas and are requesting service. This grant will continue to allow the city to purchase transportation for current riders and to include more of the senior and disabled citizens from the unincorporated fringe surrounding Gainesville; thus stretching the existing funding received by the CTC from the county and the Transportation Disadvantaged trust fund. The award of this grant will maintain the expanded service area and continue to maintain a better quality of life for the many people that otherwise would not have access to medical care, shopping, and work.
2. The 5317 funds were an integral part of providing transportation service to the disabled and elderly populations in unincorporated Gainesville. RTS hopes to continue to receive the new MAPP program 5310 funds to maintain the services provided under what was USC 5317 New Freedom. RTS contracts with the local community transportation coordinator (CTC), MV Transportation Inc., to provide service to those who are certified under the Americans with Disability Act or ADA and demand response trips under 5311. A financial tripod was created with TD funds, 5311 funds and 5317 funds to provide stable financial base to meet the transportation needs of the community. As the CTC, MV Transportation has been designated to provide all the paratransit and demand response transportation in Alachua County. The continuation of 5310 grant funds will allow RTS to preserve the financial tripod and maintain the existing level of service by providing trips to the current users living in unincorporated Gainesville and to extend service on Sunday to ADA and elderly clients living outside the city limits. Medicaid has disenfranchised a majority of the dialysis patients causing their trips to be funded either under TD or the ADA. This has severely limited TD funds which purchase roughly 50 trips per day, 46 of which are taken to provide trips for dialysis clients. This severely restricts other clients living in unincorporated Gainesville access to transportation. RTS can help to alleviate or lessen these limitations by providing trips to the ADA and elderly clients that live outside the service area but have a Gainesville address and would otherwise only have access to transportation using TD funds or 5311 funds.
3. N/A.

4. N/A
5. N/A
6. N/A
7. And 7a. N/A
8. RTS is part of the City of Gainesville under Public Works and is a local government agency. Since Gainesville has a fixed route system, RTS is required to provide ADA Paratransit service to the disabled within the ADA service area. ADA clients living off the fixed route have the choice of using either the fixed route or paratransit. Alachua County citizen's living outside the ADA service area can apply for TD or Medicaid transportation. RTS has been able to provide a third option to these elderly and disabled citizens under what was Section 5317, now RTS would like to continue providing this service with the USC 5310 Grant funds and thus allowing us to continue to extend the service area to the unincorporated areas just outside the ADA service area. As cited before these areas do have do have several low income and public housing areas. Since they are just outside the city limits they provide access to affordable housing, transportation and amenities.



#38

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March 21, 2013

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 -
City of Gainesville Section 5310 Capital Assistance Grant Application
for Fiscal Year 2013 - Alachua 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.

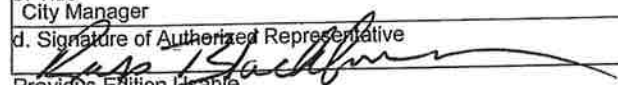
Sincerely,

Scott R. Koons, AICP
Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection

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APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: Application		2. DATE SUBMITTED January 11, 2013	Applicant Identifier
<input type="checkbox"/> Construction		3. DATE RECEIVED BY STATE	State Application Identifier
<input checked="" type="checkbox"/> Non-Construction		4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
5. APPLICANT INFORMATION		Organizational Unit:	
Legal Name: Regional Transit System		Department: Public Works	
Organizational DUNS: 010-522159		Division:	
Address: Street: 100 SE 10th Ave		Name and telephone number of person to be contacted on matters involving this application (give area code)	
City: Gainesville		Prefix: Mr.	First Name: Jesus
County: Alachua		Middle Name M.	
State: FL		Last Name Gomez	
Zip Code 32601		Suffix:	
Country: USA		Email: gomezjm@ci.gainesville.fl.us	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-6000325		Phone Number (give area code) 352-393-7860	Fax Number (give area code) 352-334-2607
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)		7. TYPE OF APPLICANT: (See back of form for Application Types) N. Other (specify) City Transit System	
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 (Cities, Counties, States, etc.): City of Gainesville and Alachua County		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: To purchase a replacement paratransit vehicle to provide transportation for the elderly and disabled in Alachua County and the City of Gainesville, FL. Purchase a Mobile Data Terminal (MDT) to ensure complete service monitoring and maintain the spare ratio	
13. PROPOSED PROJECT Start Date: 10/01/12 Ending Date: 09/30/13		14. CONGRESSIONAL DISTRICTS OF: a. Applicant District 6 b. Project District 6	
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$ 50,820.00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: January 11, 2013	
b. Applicant	\$ 12,705.00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372	
c. State	\$.00	<input type="checkbox"/> OR 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	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.	
g. TOTAL	\$ 63,525.00	a. Authorized Representative	
		Prefix Mr.	First Name Russell
		Middle Name D.	
		Suffix	
		c. Telephone Number (give area code) (352) 334-5000 ext 5679	
		e. Date Signed 11 January 2013	
		b. Title City Manager	
		d. Signature of Authorized Representative 	

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APPLIES TO ALL APPLICANTS FOR CAPITAL ASSISTANCE

FORM C-1

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

Name of Applicant: Regional Transit System (RTS)
 State Fiscal period from 1 October 2012 to 30 September 2013

EXPENSE CATEGORY	EXPENSE \$
Labor (501)	\$ 307,888.00
Fringe and Benefits (502)	\$ 103,043.00
Services (503)	\$ 180,811.00
Materials and Supplies (504)	\$ 5,386.00
Vehicle Maintenance (504.01)	\$ 61,577.00
Utilities (505)	\$ 8,462.00
Insurance (506)	\$ 50,771.00
Licenses and Taxes (507)	-
Purchased Transit Service (508)	\$ 46,947.00
Miscellaneous (509)	\$ 231.00
Leases and Rentals (512)	\$ 1,540.00
Depreciation (513)	
TOTAL EXPENSE	\$ 766,656.00

FORM C-2

OPERATING and ADMINISTRATIVE REVENUES

OPERATING REVENUE CATEGORY	REVENUE \$
Passenger Fares for Transit Service (401)	\$ 576,421.73
Special Transit Fares (402)	
Other (403 – 407) (identify by appropriate code)	
TOTAL OPERATING REVENUE	\$ 576,421.73
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)	
State Special Fare Assistance (412)	
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	\$
GRAND TOTAL ALL REVENUE	\$ 576,421.73

EXHIBIT A-1 -- FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED *
1. Number of total one-way trips served by the agency PER YEAR (for all purposes)*	10,750,526 ⁽¹⁾	10,800,000
2. Number of one-way trips provided to elderly and persons with disabilities (including New Freedom Trips) PER YEAR*	1,379,585⁽¹⁾	1,450,000
3. Number of individual Elderly and Disabled and New Freedom unduplicated riders (first ride per rider per fiscal year) PER YEAR	5,084 ⁽¹⁾	6,500
4. Number of vehicles used to provide Elderly and Disabled and New Freedom service ACTUAL	158	158
5. Number of vehicles used to provide Elderly and Disabled and New Freedom service eligible for replacement ACTUAL	18 Paratransit Vans	17 Paratransit Vans
6. Vehicle miles traveled to provide Elderly and Disabled and New Freedom service PER YEAR	3,297,765.59⁽¹⁾	3,350,000.00
7. Normal number of days that vehicles are in operation to provide Elderly and Disabled and New Freedom service PER WEEK	7	7
8. Posted hours of normal operation to provide Elderly and Disabled and New Freedom service PER WEEK	M – F: 6 AM to 3 AM : 21 Hrs Saturday: 7AM to 7PM : 12 Hrs Sunday: 10 AM to 6 PM: 8 Hrs Total (WEEK): 125 Hrs	M – F: 6 AM to 3 AM : 21 Hrs Saturday: 7AM to 7PM : 12 Hrs Sunday: 10 AM to 6 PM: 8 Hrs Total (WEEK): 125 Hrs

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

(1) Actual Numbers provided in "Current Column". Numbers reflect RTS ADA fixed route ridership as well as paratransit ridership.

Exhibit B

Proposed Project Description

1. If awarded, the 5310 money will be used to replace one of the 20 vehicles currently provided by the City of Gainesville RTS to the contracted local transportation coordinator, currently MV Transportation, to provide service to the elderly and disabled of Alachua County. As the Community Transportation Coordinator (CTC), MV Transportation has been designated to provide all the paratransit and demand response transportation in Alachua County. The van would be used to continue to provide the existing level of service. The 2007 21' Champion Cutaway van (vehicle #3210) that would be replaced has accrued more than 245,878 miles and has reached the mileage at which FDOT Useful Life Standard recommends that paratransit vehicles be replaced. As one of a fleet of several vehicles that have exceeded both the age and mileage at which FDOT recommends paratransit vehicles be replaced, a replacement vehicle would reduce fleet age and enable RTS and MV Transportation to continue to offer reliable service to its existing service area.
2. The Section 5310 capital funds are an integral part of maintaining the services described in Exhibit A. The replacement vehicle will allow the CTC to continue to provide paratransit and demand response service to the elderly and disabled in Alachua County. The vehicle will be maintained by MV Transportation and will be used for service in the urban and rural areas. By replacing the vehicle, RTS and MV will be able to continue the level of service which is currently offered while reducing fleet age. RTS also plans to purchase a Mobile Data Terminal (MDT) with this vehicle ensures there will always be a working MDT on our paratransit vehicles.
3. The vehicle that will be replaced if the 5310 Grant is received currently has more than 245,878 miles and has exceeded the recommended mileage that FDOT Useful Life Standard states for paratransit vehicles to be replaced. While the rest of the vehicles the city has provided to MV are relatively new, the majority of the vehicles that MV owns are 2003 models and are past both the mileage and age recommended for replacement. The Alachua County MTPO voted in 2008 to divert FY09 STP funds earmarked to buy paratransit vans in order to fund roadwork projects. This will continue to affect Gainesville's ability to replace the vehicles now and in the future, starting with the 6 (six) vehicles that under the Useful Life Standard reached the end of their cycle in 2012, with no replacements forecasted.
4. The grant will be used to purchase a new van and MDT to allow the CTC to maintain the current level of service for those who utilize demand response services. This van will replace existing equipment that has extended beyond its recommended cycle of service. As stewards for the transportation needs of the Gainesville and Alachua County citizens it is our responsibility to forecast the requirements for the provision of the service and keep vehicles current per the FDOT Useful Life Standard. RTS and MV collaborated to purchase Mobile Data Terminals for the entire fleet. This has improved efficiency and continues to provide real time reporting data.

5. The grant will be used to replace vehicle #3210, a 2007 21' Champion Cutaway van, by purchasing a new 21' Champion ADA accessible cutaway van that will be used to provide service to the citizens of Alachua County. It also would purchase a MDT to ensure the mobile data system integrity. Note 1 under vehicle #3208 on the "Current Vehicle and Transportation Equipment Inventory" explains that grant funding from FY12 will replace this vehicle, the new vehicle was ordered in 2012 after the 5317 grant was awarded and has yet to arrive, but is expected at any time. The MDT was purchased and has been delivered.
6. If this grant is awarded the current vehicle will remain on the road and in service until the new vehicle is received and placed in service, at which time the old van will be evaluated and disposition determined. The Federal guidelines state the used vehicles will be put out to public auction and RTS uses EBAY to dispose of vehicles that have reached the FDOT Useful Life criteria. The new vehicle will be maintained by MV Transportation. RTS conducts the inspections required by the FTA and FDOT regulations. In addition, RTS will continue to ensure MV Transportation performs all system safety checks and the FDOT maintenance requirements are conducted bi-annually. To avoid interruptions to service MV Transportation will conduct required preventative maintenance service and FDOT scheduled maintenance programs at non peak hours.
7. This vehicle will be used by MV Transportation who has been designated by the State of Florida as the CTC. As the primary operator MV does not have subcontracts with other lessees or operators. As the primary operator they have all of the vehicles retained by RTS to provide service. RTS provides after hours ADA service, by request, using supervisor vehicles. 7a. Is not applicable as MV Transportation is the only operator.
8. RTS is part of the City of Gainesville under the Public Works department and is a local government agency. Since Gainesville has a fixed route system, RTS is required to provide ADA Paratransit service to the disabled within the ADA service area. ADA clients living off the fixed route have the choice of using either the fixed route or paratransit. Alachua County citizens living outside the ADA service area can apply for TD or Medicaid transportation. The intent is that RTS will receive the 5310 Grant funds to purchase a paratransit van to continue to provide service to the elderly and disabled residing in Gainesville and Alachua County. RTS's fixed route drivers are represented by ATU LU #1579. MV Transportation drivers do not belong to a union. RTS and MV are drug free work places and adhere to the standards set forth under the FTA guidelines.



#39

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March 21, 2013

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 -
City of Gainesville Section 5311 Nonurbanized Area Formula Operating Assistance
Grant Application for Fiscal Year 2013 - City of Gainesville and Alachua 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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APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction		2. DATE SUBMITTED January 11, 2013	Applicant Identifier
		3. DATE RECEIVED BY STATE	State Application Identifier
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	

5. APPLICANT INFORMATION																															
Legal Name: Regional Transit System		Organizational Unit: Department: Public Works																													
Organizational DUNS: 010-522159		Division: Regional Transit System																													
Address: Street: 100 SE 10th Ave		Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: Mr. First Name: Jesus																													
City: Gainesville		Middle Name M.																													
County: Alachua		Last Name Gomez																													
State: FL	Zip Code 32601	Suffix:																													
Country: USA		Email: gomezjm@ci.gainesville.fl.us																													
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-6000325		Phone Number (give area code) 352-393-7852	Fax Number (give area code) 352-334-2607																												
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.)		7. TYPE OF APPLICANT: (See back of form for Application Types) N. Other (specify) City Transit System																													
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-509		9. NAME OF FEDERAL AGENCY: Federal Transit Administration																													
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): City of Gainesville and Alachua County		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: To maintain the fixed route between the Oaks Mall and Santa Fe College in the unincorporated area of Gainesville. This route provides 45,000 additional trips and runs Monday thru Friday during peak hours starting at 7 AM to 10 PM. FY12 RTS purchased over 3500 trips in the rural area. Plan to provide demand response trips in the rural area in FY13																													
13. PROPOSED PROJECT Start Date: 10/01/12 Ending Date: 09/30/13		14. CONGRESSIONAL DISTRICTS OF: a. Applicant District 6 b. Project District 6																													
15. ESTIMATED FUNDING: <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>a. Federal</td> <td>\$</td> <td>282,918</td> <td>00</td> </tr> <tr> <td>b. Applicant</td> <td>\$</td> <td>198,281</td> <td>00</td> </tr> <tr> <td>c. State</td> <td>\$</td> <td></td> <td>00</td> </tr> <tr> <td>d. Local</td> <td>\$</td> <td></td> <td>00</td> </tr> <tr> <td>e. Other</td> <td>\$</td> <td></td> <td>00</td> </tr> <tr> <td>f. Program Income</td> <td>\$</td> <td>84,637</td> <td>00</td> </tr> <tr> <td>g. TOTAL</td> <td>\$</td> <td>565,836</td> <td>00</td> </tr> </table>		a. Federal	\$	282,918	00	b. Applicant	\$	198,281	00	c. State	\$		00	d. Local	\$		00	e. Other	\$		00	f. Program Income	\$	84,637	00	g. TOTAL	\$	565,836	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 11, 2013 b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
a. Federal	\$	282,918	00																												
b. Applicant	\$	198,281	00																												
c. State	\$		00																												
d. Local	\$		00																												
e. Other	\$		00																												
f. Program Income	\$	84,637	00																												
g. TOTAL	\$	565,836	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.		17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No																													
a. Authorized Representative																															
Prefix Mr.	First Name Russell	Middle Name D.																													
Last Name Blackburn		Suffix																													
b. Title City Manager		c. Telephone Number (give area code) (352) 334-5000 ext 5679																													
d. Signature of Authorized Representative 		e. Date Signed 11 January 2013																													

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PART B**APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE**

FORM B-1
TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE
EXPENSES

Name of Applicant: Regional Transit System

State Fiscal period requesting funding for, from 1 October 12 **to** 30 September 13

EXPENSE CATEGORY	TOTAL EXPENSE	FTA ELIGIBLE EXPENSE
Labor (501)	\$ 307,888.00	\$ 307,888.00
Fringe and Benefits (502)	\$ 103,043.00	\$ 103,043.00
Services (503)	\$ 180,811.00	\$ 180,811.00
Materials and Supplies (504)	\$ 5,386.00	\$ 5,386.00
Vehicle Maintenance (504.01)	\$ 61,577.00	\$ 61,577.00
Utilities (505)	\$ 8,462.00	\$ 8,462.00
Insurance (506)	\$ 50,771.00	\$ 50,771.00
Licenses and Taxes (507)	-	-
Purchased Transit Service (508)	\$ 46,947.00	\$ 46,947.00
Miscellaneous (509)	\$ 231.00	\$ 231.00
Leases and Rentals (512)	\$ 1,540.00	\$ 1,540.00
Depreciation (513)	-	-
TOTAL	\$ 766,656.00	\$ 766,656.00 (a)

SECTION 5311 GRANT REQUEST

Total FTA Eligible Expenses (from Form B-1, above) \$ 766,656.00 (a)

Rural Passenger Fares (from Form B-2) \$ 84,637.00 (b)

Operating Deficit \$ 682,019.00 (c)
 [FTA Eligible Expenses (a) minus Rural Passenger Fares (b)]

Section 5311 Request \$ 341,009.5 (d)
 (No more than 50% of Operating Deficit)

Grand Total Revenues (from Form B-2) \$ 84,637.00 (e)

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

All Applicants

EXHIBIT A-1 FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED *
1. Number of one-way passenger trips. PER YEAR	10,750,526 ⁽¹⁾	10,800,000
2. Number of individuals served unduplicated (first ride per rider per fiscal year). PER YEAR	1,379,585 ⁽¹⁾	1,450,000
3. Number of vehicles used for this service. ACTUAL	158	158
4. Number of ambulatory seats. AVERAGE PER VEHICLE (Total ambulatory seats divided by total number of fleet vehicles)	5172/158 =32.7	5172/158 =32.7
5. Number of wheelchair positions. AVERAGE PER VEHICLE (Total wheelchair positions divided by total number of fleet vehicles)	316/158 =2	316/158 =2
6. Vehicle Miles traveled. PER YEAR	3,297,765.59 ⁽¹⁾	3,350,000.00
7. Average vehicle miles PER DAY	24,795.23 ⁽¹⁾	26,000.00
8. Normal vehicle hours in operation. PER DAY	21	21
9. Normal number of days in operation. PER WEEK	7	7
10. Trip length (roundtrip). AVERAGE	2.8 miles	2.8 miles

- Estimates are acceptable.



#40

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March 21, 2013

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 -
The Arc of North Florida 5310 Grant Application for Fiscal Year 2013 -
Hamilton and Suwannee Counties, 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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APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

1. TYPE OF SUBMISSION:			Pre-application – place an x in the box		
<input type="checkbox"/> construction			<input type="checkbox"/> construction		
<input checked="" type="checkbox"/> non-construction			<input type="checkbox"/> non-construction		
2. DATE SUBMITTED February 20, 2013			Applicant Identifier		
3. DATE RECEIVED BY STATE			State Application Identifier		
4. DATE RECEIVED BY FEDERAL AGENCY			Federal Identifier		
5. APPLICANT INFORMATION					
Legal Name: The Arc North Florida, Inc.			Organizational Unit:		
			Department:		
Organizational DUNS: 138777933			Division:		
Address:			Name and telephone number of person to be contacted on matters involving this application (give area code)		
Street: 511 Goldkist Blvd SW			Prefix: Mr. First Name: Bobbie		
City: Live Oak			Middle Name: Michael		
County: Suwannee			Last Name: Lake		
State: Florida Zip Code: 32064			Suffix: Jr.		
Country: United States of America			Email: blake@arcnfl.com		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59- 2064304			Phone Number (give area code) 386-362-7143 Extension 1		
			Fax Number (give area code) 386-362-7058		
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) Not For Profit Organization		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) 20-513			9. NAME OF FEDERAL AGENCY: Federal Transit Authority		
TITLE (Name of Program): Enhanced Mobility of Seniors and Individuals with Disabilities					
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Suwannee and Hamilton Counties in Florida			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: For purchase of a vehicle to provide transportation to individuals with intellectual and developmental disabilities residing in Suwannee and Hamilton County.		
13. PROPOSED PROJECT			14. CONGRESSIONAL DISTRICTS OF:		
Start Date: October 1, 2013		Ending Date: 9/30/2014	a. Applicant 3		b. Project 3
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?		
a. Federal	\$ 36,160	00	a. Yes. X THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:		
b. Applicant	\$ 4,520	00	DATE: February 20, 2013		
c. State	\$ 4,520	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? NO		
f. Program Income	\$	00	<input type="checkbox"/> Yes. If "Yes" attach an explanation.		
g. TOTAL	\$ 45,200	00	x 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: Bobbie		Middle Name: Michael	
Last Name: Lake		Suffix: Jr.			
b. Title: Executive Director		c. Telephone Number (give area code) 386-362-7143 Ex 1			
d. Signature of Authorized Representative:		e. Date Signed: February 20, 2013			

PART C**APPLIES TO ALL APPLICANTS FOR CAPITAL ASSISTANCE****FORM C-1****TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES****Name of Applicant: The Arc North Florida, Inc.****State Fiscal period from 2013 to 2014**

EXPENSE CATEGORY	EXPENSE \$
Labor (501)	\$ 31,594
Fringe and Benefits (502)	9,389
Services (503)	8,339
Materials and Supplies (504)	10,389
Vehicle Maintenance (504.01)	5,215
Utilities (505)	246
Insurance (506)	4,750
Licenses and Taxes (507)	48
Purchased Transit Service (508)	
Miscellaneous (509)	
Leases and Rentals (512)	
Depreciation (513)	11,048
TOTAL EXPENSE	\$ 81,018

FORM C-2**OPERATING and ADMINISTRATIVE REVENUES**

OPERATING REVENUE CATEGORY	REVENUE \$
Passenger Fares for Transit Service (401)	
Special Transit Fares (402)	81,018
Other (403 – 407) (identify by appropriate code)	
TOTAL OPERATING REVENUE	\$ 81,018
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)	
State Special Fare Assistance (412)	
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	\$ 0
GRAND TOTAL ALL REVENUE	\$ 81,018

EXHIBIT A-1 -- FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED (Estimates are acceptable.)
1. Number of total one-way trips served by the agency PER YEAR (for all purposes)*	10,211	10,211
2. Number of one-way trips provided to elderly and persons with disabilities (including New Freedom Trips) PER YEAR*	10,211	10,211
3. Number of individual Elderly and Disabled and New Freedom unduplicated riders (first ride per rider per fiscal year) PER YEAR	50	50
4. Number of vehicles used to provide Elderly and Disabled and New Freedom service ACTUAL	12	12
5. Number of vehicles used to provide Elderly and Disabled and New Freedom service eligible for replacement ACTUAL	5	5
6. Vehicle miles traveled to provide Elderly and Disabled and New Freedom service PER YEAR	163,418	163,418
7. Normal number of days that vehicles are in operation to provide Elderly and Disabled and New Freedom service PER WEEK	7	7
8. Posted hours of normal operation to provide Elderly and Disabled and New Freedom service PER WEEK	M – F: 6 am - 8 pm Saturday: 8 am - 8 pm Sunday: 8 am – 8 pm Total (WEEK): 94	M – F: 6 am – 8 pm Saturday: 8 am -- 8 pm Sunday: 8 am -- 8 pm Total (WEEK): 94

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

EXHIBIT B

The Arc North Florida, Inc.

Proposed Project Description

A. The Arc North Florida, Inc. is a private non-profit agency, serving adults with developmental and intellectual disabilities including minorities. Our project is to replace a 1999 Dodge Van with mileage in excess of 233,000 which has surpassed its sustainable vehicle life. This vehicle will be replaced with an Extended, low floor, Minivan with mobility ramp with seating capacity (excluding driver) for a maximum of six (6) ambulatory passengers or a maximum of two (2) wheelchair passengers and three (3) ambulatory passengers.

This replacement vehicle will be used to provide transportation services to both ambulatory and non-ambulatory individuals with developmental and intellectual disabilities residing in Suwannee and Hamilton County. The vehicle will provide local and extended trips as noted in Exhibit A

The use of the new vehicle will:

1. allow us to transport riders to health care facilities in larger geographic areas (i.e. Gainesville and Jacksonville, Florida) since it is safer to drive on interstate highways
2. be more economical to operate and less expensive to maintain
3. be a safer and more comfortable means of transportation for the individuals we serve
4. attract new first time riders who have shared concerns about traveling in the 1999 van.
5. increase opportunities for our clients to be involved in social events in the community

All of the individuals transported have physical, intellectual and developmental disabilities, and none have driver's licenses. The need for wheelchair accessible transportation within the service area is critical for many of them.

The new vehicle will receive routine daily and monthly inspections by our drivers and all maintenance will be provided by ASE Master Technicians at one of the businesses noted below. Since both of the repair facilities noted below are located within a short distance of our office, service can be performed during times of non-use to avoid service interruptions.

Sunbelt Chrysler Dodge	American Auto Body
Highway 90	Highway 90W
Live Oak, Florida	Live Oak, Florida

B. Local Transportation Opportunity

Our agency has the opportunity to benefit from a donation to be made by Suwannee Valley Transit Authority of a 2001 Chevrolet 3500 15 Passenger Van. The van will designated for use as a back-up vehicle to transport people with intellectual and developmental disabilities living in the local area to social and educational activities. The current mileage on the vehicle proposed for donation is 354,231 and all required service has been provided by SVTA. At this time, the vehicle is in good mechanical

condition but the exterior needs to be restored. The Arc will have the van repainted and the front bumper replaced (see attached picture). This will be the only vehicle in our fleet that is used for backup.

TRANSPORTATION PROGRAM

The Arc North Florida, Inc. is a 501 (c) (3) non-profit agency which has been in operation continuously since 1981. Our name was changed from Comprehensive Community Services, Inc. in June 2011 to provide increased brand recognition with The Arc US and The Arc of Florida where we are associate members. In making the name change, there were no changes in our organization's Board of Directors or agency staff members. We provide transportation for adults with physical, intellectual and developmental disabilities who participate in our programs of service. We are reimbursed for providing transportation by the Agency for Persons with Disabilities at a contracted rate. Our clients participate in a variety of programs including Adult Day Training, Residential Services, Respite Services, Personal Care Assistance, Employment Services, Supported Employment and Community Inclusion activities. A description of our programs and vehicle use is noted below:

1. All staff working for The Arc North Florida must be approved to be employed based on guidelines established by the Agency for Health Care Administration and the Agency for Persons with Disabilities.
2. All staff must pass Level 2 background checks including local law and FDLE and all staff driving a company vehicle must have a valid Florida Drivers License.
3. All staff is provided initial training on the use and operation of all vehicle equipment (wheelchair lifts, ramps, wheelchair tie downs) in their operating area by The Arc North Florida management staff.
4. Annual refresher courses are offered as needed on vehicle operation and equipment.
5. Each vehicle contains a trip log and staff is required to record all driving activity per the Agency for Persons with Disabilities. This is for reimbursement purposes.
6. The Arc North Florida Policy requires each driver to perform a safety inspection of their vehicle before each operation and any deficiencies are reported to Bobby Cason (386-362-7143), The Arc North Florida Operations Director, for corrections to be made.
7. The Operations Director maintains centralized Vehicle Maintenance records for each vehicle. All reported repair needs are recorded in the Vehicle Maintenance log book and any vehicle in need of repair is dispatched to a local garage for diagnosis and corrections to be made. Currently all work is completed at one of two locations in Live Oak and one location in Macclenny.
8. All repairs are performed by ASE Master Technicians.
9. No CDL licenses are required for any of the vehicles in The Arc North Florida fleet.
10. The Arc North Florida staff carries cell phones with them for use in the event that they need roadside assistance.
11. Normal program services are as follows
 - a. Adult Day Training – M-F, 7 AM to approximately 5 PM, The Arc North Florida staff provide roundtrip transportation for clients attending this program. Clients are picked up at their family home, their apartment or personal home or a group home operated by The Arc North Florida. In addition, during the day, clients participate in community inclusion activities which require them to be driven by The Arc North Florida staff to various businesses or places of recreation in the community. No clients in this program can

operate a motor vehicle. These transportation routes are defined and approved for funding by the Agency for Persons with Disabilities.

- b. Residential Services – M-Sunday, operate 24 hours per day, The Arc North Florida staff provide training and support to residents which include community inclusion activities such as shopping, attending events, going to restaurants, visiting a healthcare provider. Activities are planned and are a normal daily event. The Arc North Florida staff provides the transportation services for residents. No clients operate a vehicle.
- c. Respite Services – this service is provided to adults who want temporary respite from living with their families. The service can be offered in the family home or in one of the group homes operated by The Arc North Florida. Client transportation normally will include a variety of community inclusion activities for recreation or personal enjoyment.
- d. Personal Care Assistance – like Respite Services, this program provides assistance as needed to families who need staff support to help them with their child. Transportation is provided for the individual if it is called for in their support plan and may be requested to be provided at various hours of the day.
- e. Employment Services and Supported Employment – while separate in nature, both programs are in operation during any hours of a normal day. Transportation is offered to provide one-way or roundtrip services for individuals that are employed.
- f. Community Inclusion –this service can be offered as an adjunct of any of the above noted programs at anytime during the normal work week. Clients receiving this service need staff assistance to participate in the chosen activity. This service is often offered in a one to one basis although it may be offered to small groups at times.
- g. In the event of a natural disaster or declared emergency, any or all vehicles will be placed in service to respond to the needs of the individuals we serve as well as others in the local community if warranted.





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March 21, 2013

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 -
A & A Transport, Inc., Section 5311 Operating Assistance Grant Application
for Fiscal Year 2013 - 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.

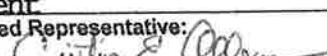
This letter affirms that the North Central Florida Regional Planning Council has no objection to the above-referenced item. If you have any questions concerning this item, please do not hesitate to contact Steven Dopp, Senior Planner of the Planning Council's Regional and Local Government Programs staff,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

Sincerely,

Scott R. Koons, AICP
Executive Director

xc: Lauren Milligan, Florida Department of Environmental Protection

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1. TYPE OF SUBMISSION:			Pre-application – place an x in the box		
<input type="checkbox"/> construction			<input type="checkbox"/> construction		
<input checked="" type="checkbox"/> non-construction			<input type="checkbox"/> non-construction		
2. DATE SUBMITTED February 13, 2013			Applicant Identifier		
3. DATE RECEIVED BY STATE			State Application Identifier		
4. DATE RECEIVED BY FEDERAL AGENCY			Federal Identifier		
5. APPLICANT INFORMATION					
Legal Name:			Organizational Unit:		
A & A Transport, Inc.			Department:		
Organizational DUNS: DUNS #80-939-7102			Division:		
Address: 55 North Lake Avenue Lake Butler, FL 32054-1733			Name and telephone number of person to be contacted on matters involving this application (give area code)		
Street: 55 North Lake Avenue			Prefix: Mr. First Name: Curtis		
City: Lake Butler			Middle Name: Eugene		
County: Union			Last Name: Allen		
State: Florida Zip Code 32054-1733			Suffix:		
Country: U.S.A.			Email: ceallen1954@yahoo.com		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59-2342930			Phone Number (give area code) (386) 496-2056		
			Fax Number (give area code) (386) 496-1956		
8. TYPE OF APPLICATION: <input type="checkbox"/> New <input checked="" 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) O. Not for Profit Organization Other (specify)		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) U.S.C. Section 5311 FORMULA GRANTS FOR 20-509 TITLE (Name of Program): RURAL AREAS PROGRAM			9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Union County			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Use Section 5311 Federal Grant funds to assist in paying operating expenses		
13. PROPOSED PROJECT			14. CONGRESSIONAL DISTRICTS OF:		
Start Date: 07-01-2013		Ending Date: 06-30-2013	a. Applicant 4		b. Project 4
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? Yes		
a. Federal	\$	00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: 02-20-13		
b. Applicant	\$	00	DATE: February 20, 2013		
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? No		
f. Program Income	\$	00	<input type="checkbox"/> Yes. If "Yes" attach an explanation. <input checked="" type="checkbox"/> No		
g. TOTAL	\$	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: Curtis		Middle Name: Eugene	
Last Name: Allen		Suffix:			
b. Title: President		c. Telephone Number (give area code) (386) 496-2056			
d. Signature of Authorized Representative: 		e. Date Signed: February 20, 2013			

PART B**APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE****FORM B-2****TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES**Name of Applicant: A & A Transport, Inc.State Fiscal period requesting funding for, from 2013 to 2014

OPERATING REVENUE CATEGORY	TOTAL REVENUE	REVENUE USED AS FTA MATCH
Passenger Fares for Transit Service (401)	Total= \$ Rural = \$ 7,000.00 (b)	
Special Transit Fares (402)	90,000.00	90,000.00
School Bus Service Revenues (403)	24,220.00	
Freight Tariffs (404)		
Charter Service Revenues (405)		
Auxiliary Transportation Revenues (406)		
Non-transportation Revenues (407)	15,000.00	15,000.00
Total Operating Revenue	\$ 136,220.00	\$ 105,000.00
OTHER REVENUE CATEGORY		
Taxes Levied directly by the Transit System (408)		
Local Cash Grants and Reimbursements (409)	9,200.00	9,200.00
Local Special Fare Assistance (410)		
State Cash Grants and Reimbursements (411)	189,080.00	189,080.00
State Special Fare Assistance (412)		
Federal Cash Grants and Reimbursements (413)	97,000.00	97,000.00
Interest Income (414)		
Contributed Services (430)		
Contributed Cash (431)		
Subsidy from Other Sectors of Operations (440)		
Total of Other Revenue	\$ 295,280.00	\$ 295,280.00
GRAND TOTAL ALL REVENUE	\$ 431,500.00	\$ 400,280.00 (e)

PART B**APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE**

FORM B-1
TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE
EXPENSES

Name of Applicant:A & A Transport, Inc.

State Fiscal period requesting funding for, from 2013 to 2014

EXPENSE CATEGORY	TOTAL EXPENSE	FTA ELIGIBLE EXPENSE
Labor (501)	\$ 120,000.00	\$ 120,000.00
Fringe and Benefits (502)	13,000.00	13,000.00
Services (503)	22,000.00	22,000.00
Materials and Supplies (504)	40,000.00	40,000.00
Vehicle Maintenance (504.01)	12,000.00	12,000.00
Utilities (505)	29,500.00	29,500.00
Insurance (506)	16,000.00	16,000.00
Licenses and Taxes (507)	35,000.00	35,000.00
Purchased Transit Service (508)	40,000.00	40,000.00
Miscellaneous (509)	54,000.00	54,000.00
Leases and Rentals (512)	0.00	0.00
Depreciation (513)	50,000.00	
TOTAL	\$ 431,500.00	\$ 381,500.00 (a)

SECTION 5311 GRANT REQUEST

Total FTA Eligible Expenses (from Form B-1, above) \$ 381,500.00 (a)

Rural Passenger Fares (from Form B-2) \$ 7,000.00 (b)

Operating Deficit
 [FTA Eligible Expenses (a) minus Rural Passenger Fares (b)] \$ 374,500.00 (c)

Section 5311 Request
 (No more than 50% of Operating Deficit) \$ 168,470.00 (d)

Grant Total All Revenues (from Form B-2) \$ 431,500.00 *(e)

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

All Applicants

EXHIBIT A-1 FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED *
1. Number of one-way passenger trips.* PER YEAR	12,736	13,000
2. Number of individuals served unduplicated (first ride per rider per fiscal year). PER YEAR	687	700
3. Number of vehicles used for this service. ACTUAL	8	8
4. Number of ambulatory seats. AVERAGE PER VEHICLE (Total ambulatory seats divided by total number of fleet vehicles)	6.25	6.25
5. Number of wheelchair positions. AVERAGE PER VEHICLE (Total wheelchair positions divided by total number of fleet vehicles)	1	1
6. Vehicle Miles traveled. PER YEAR	150,000	150,000
7. Average vehicle miles PER DAY	75	75
8. Normal vehicle hours in operation. PER DAY	4	4
9. Normal number of days in operation. PER WEEK	5+	5+
10. Trip length (roundtrip). AVERAGE	15-16	15-16

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



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April 9, 2013

Ms. Sandra Collins, Rural Transportation Coordinator
Florida Department of Transportation - District 2
1109 S Marion Avenue, MS 2018
Lake City, Florida 32055

RE: Regional Review of Clearinghouse Committee Item #43 -
Industrial Complex of Raiford, Section 5310 Operating Assistance Grant Application
for Fiscal Year 2013 - 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

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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 - February 15, 2013		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): Formula Grants for the Enhanced Mobility of Seniors and Individuals 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: Operating Assistance for 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, 2013		End Date: Sept. 30, 2014	
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$ 49,127	.00	a. YES. THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:
b. Applicant	\$ 49,127	.00	DATE: February 15, 2013
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	\$ 98,254	.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	
Last Name: Thornton		Middle Name: Michelle	
b. Title: Assistant Executive Director, ICR		Suffix: n/a	
d. Signature of Authorized Representative: 		c. Telephone Number: (386) 431-1898	
		e. Date Signed: February 15, 2013	

APPLIES TO ALL APPLICANTS FOR OPERATING ASSISTANCE

FORM B-1

TRANSPORTATION-RELATED OPERATING and
ADMINISTRATIVE EXPENSESName of Applicant: **INDUSTRIAL COMPLEX of RAIFORD (ICR)**Fiscal period from **10/1/2011 to 9/30/2012**

EXPENSE CATEGORY	TOTAL EXPENSE	FTA ELIGIBLE EXPENSE
Labor (501)	\$ 33,365.20	\$ 33,365.20
Fringe and Benefits (502)		
Services (503)		
Materials and Supplies (504)		
Vehicle Maintenance (504.01)	26,574.71	26,574.71
Utilities (505)	3,600.46	3,600.46
Insurance (506)	3,988.00	3,988.00
Licenses and Taxes (507)	953.71	953.71
Purchased Transit Service (508)		
Miscellaneous (509)	26,420.34	26,420.34
Leases and Rentals (512)	3,351.60	3,351.60
Depreciation (513)		
TOTAL	\$ 98,254.02	\$ 98,254.02 (a)

SECTION 5310 GRANT REQUEST

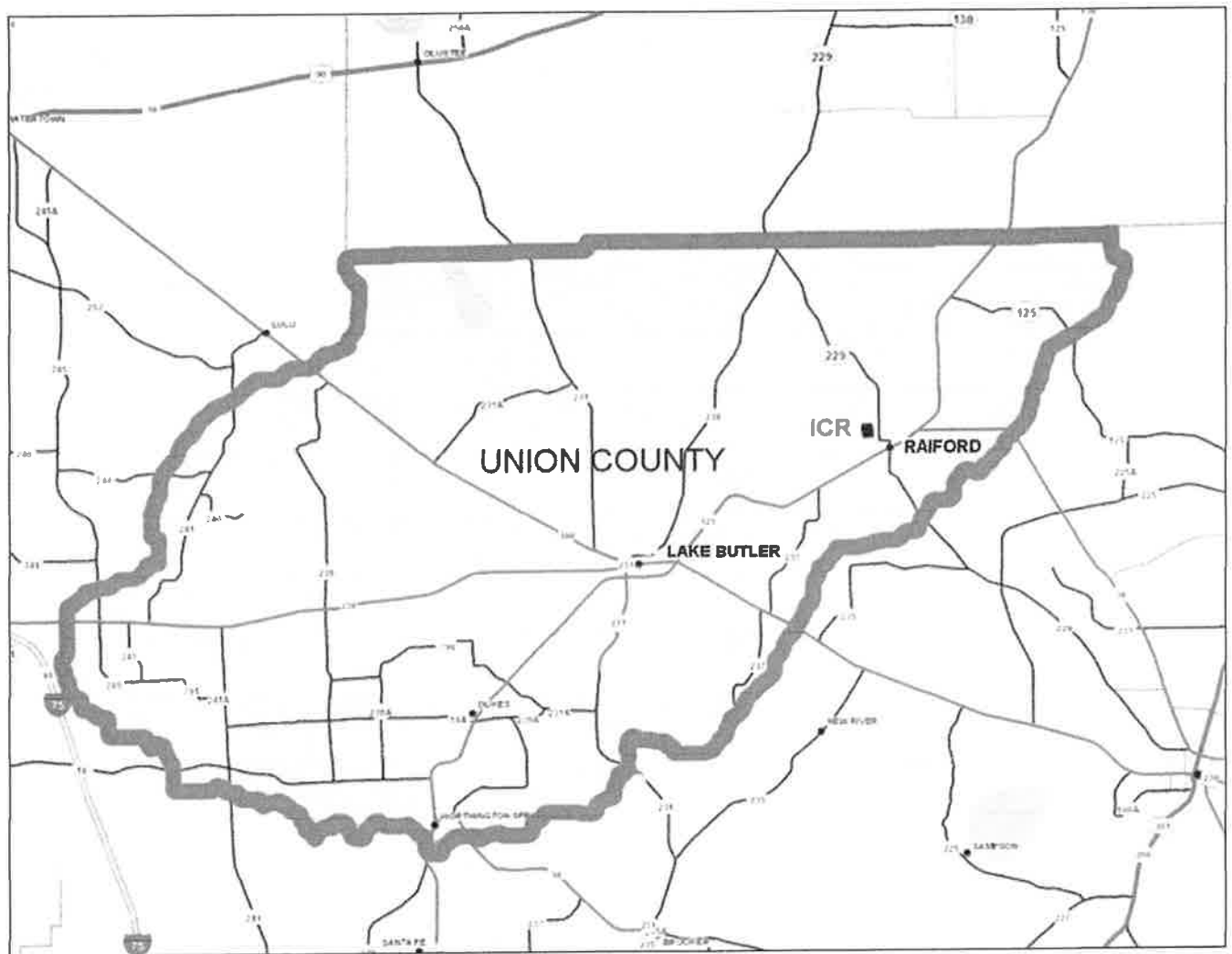
Total FTA Eligible Expenses (from Form B-1, above)	\$ 98,254.02 (a)
Rural Passenger Fares (from Form B-2)	\$ 0.00 (b)
Operating Deficit [FTA Eligible Expenses (a) minus Rural Passenger Fares (b)]	\$ 98,254.02 (c)
Section 5310 Request (No more than 50% of Operating Deficit)	\$ 49,127.01 (d)
Grand Total - All Revenues (from Form B-2)	\$ 33,943.26 *(e)

Note: If Grand Total Revenues (e) exceeds FTA Eligible Expenses (a), reduce the Section 5310 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:** INDUSTRIAL COMPLEX of RAIFORD (ICR)**Fiscal period from** 10/1/2011 **to** 9/30/2012

OPERATING REVENUE CATEGORY	TOTAL REVENUE	REVENUE USED AS FTA MATCH
Passenger Fares for Transit Service (401)	Total = \$ Rural =\$ (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	\$ 0.00	\$ 0.00
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)		
State Special Fare Assistance (412)	\$ 33,943.26	\$ 33,943.26
Federal Cash Grants and Reimbursements (413)		
Interest Income (414)		
Contributed Services (430)		
Contributed Cash (431)		
Subsidy from Other Sectors of Operations (440)		
Total of Other Revenue	\$ 33,943.26	\$ 33,943.26
GRAND TOTAL ALL REVENUE	\$ 33,943.26	\$ 33,943.26 (e)

SERVICE AREA MAP (Existing & Proposed)



MAP: Union County, Florida (shaded area, border outlined in red)

1) EXISTING SERVICE: All transportation assets, operated by the Industrial Complex of Raiford (ICR), presently serve all adults with developmental (mental) disabilities who reside in Union County (shown in map above) and are enrolled at ICR for basic job skills training and work. ICR vans pick up these disabled adults, transport them to ICR, and return them to their residences, Monday through Friday.

2) PROPOSED SERVICE: In order to sustain ICR's paratransit service, 5310 Operating Assistance Grant funds are being sought. An increase in paratransit operations funding (through the 5310 Grant process) and a new vehicle (that will be received in the near future) would allow for greater distances (primarily on rural roads) to be covered to reach more disabled clients both within and outside Union County with greater reliability and safety. The possibility of providing transportation assets to further augment the Union County, FL CTC (A & A Transport, Inc.) is also a possibility.

EXHIBIT - A

CURRENT SYSTEM DESCRIPTION

The primary mission of Industrial Complex of Raiford (ICR) is to provide basic vocational education for mentally disabled adults and provide a warm and friendly work environment so that the disabled clients (consumers) may learn and practice their acquired skills. Some of ICR's vocational trainees are physically disabled (non-ambulatory) as well. Though there is no requirement for compensation, nominal pay is provided. ICR provides vocational training and transportation to any qualified resident of Union County, Florida without regard to race, gender, ethnicity, or religion. It is the only facility of its kind in Union County.

Industrial Complex of Raiford is a 501(C)(3) non-profit organization, with an active Board of Directors and staff. The staff consists of five employees, which includes an Executive Director and an Assistant Executive Director who manage operations on a daily basis. The other three employees oversee the vocational training and tasking, and serve as drivers who transport the disabled clients to and from ICR. ICR operates under contract with and is funded through the Union County School Board to provide basic vocational skills training for adults with mental disabilities.

The system for transporting disabled to and from ICR is provided by ICR, and consists of one – well worn -12 passenger van and a new van procured through a recent 5310 FDOT Grant award. Drivers include one full time, and three part time driver / employees. The Assistant Executive Director oversees the insurance, training and management of ICR's transportation system. If operating assistance is granted through the 5310 program, funds will be available for FY 2014 to sustain the paratransit service provided by ICR in order to help fulfill it's primary mission. Only qualified drivers are – and will

be - assigned the task of driving the disabled clients to and from the facility. The primary driver has at least two years experience driving and transporting the disabled clients.

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.

ICR provides transportation for all it's handicapped vocational trainees to and from the facility, operating under a Coordination Agreement with the CTC for Union County, FL (A & A Transport, Inc.). Presently, ICR provides transportation for (33) disabled adults, twice per day, five days per week - only within the boundaries of Union County, Florida. Primary routes are to residential facilities for the disabled near Raiford and Hwy 121 to transport clients to and from Lake Butler. 5310 Operating Assistance funding would allow ICR to continue the safe reliable transportation of mentally and / or physically disabled adults and potentially allow further augmentation of the CTC's operations, based in nearby Lake Butler.

Exhibit B

PROPOSED PROJECT DESCRIPTION

- 1) The current upgrade project will allow the present transporting service to continue, allow for the possibility of expansion, and make possible the opportunity to supplement the services of the CTC in nearby Lake Butler (Union Co., FL). The 5310 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 previous 5310 Capital Assistance Grant has made possible the replacement of one of the two worn out vehicles, added a powered wheelchair lift to better serve those that are also partially or completely non-ambulatory, and bolstered safety, efficiency, and operational capability. That well-worn vehicle will be kept in service temporarily as a back-up for the older vehicle due to be replaced. Grant funding would also allow ICR to be ready for safe and 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 New Freedom components of the 5310 Program, provides paratransit service outside the routes and $\frac{3}{4}$ 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) Service is currently within 30 miles of ICR (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) The mentally handicapped adults (non-institutionalized) in Union County are the current *target* population for ICR and its transportation capability. We estimate that at least 34 could be easily served with approximately 12,753 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. ICR's paratransit assets operate in accordance with a Coordination Agreement with the CTC.
- 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 (2012) - 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 2012 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 2014.
- 10) Recent grant applications by ICR have been for the purpose of replacing aging vans and providing the much needed addition of a powered wheelchair lift for non-ambulatory clients. One van has been recently replaced through the award of 5310 Grant funding, with two remaining older vans still presently being used. One of these vehicles has high-mileage with an interior that is in poor condition. All 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. The two older 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.
- 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 5310 Grant funds will be met.



\$44

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 4-9-13

PROJECT DESCRIPTION

#44- Wood Resource Recovery and Gaston Tree Service - USDA Loan Guarantee Application - Alachua County, Florida

TO: Lauren Milligan, Florida State Clearinghouse

 COMMENTS ATTACHED

 X NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

Wood Resource Recovery, LLC and Gaston Tree Service, LLC
10606 SR 121 N
Gainesville, FL 32653

March 12, 2013

Memo To: Lauren Milligan
Florida State Clearinghouse
3900 Commonwealth Blvd.
Mail Station 47
Tallahassee, FL 32399-3000
lauren.milligan@dep.state.fl.us

Memo From: William Gaston, owner
Wood Resource Recovery, LLC and Gaston Tree Service, LLC

Subject: Request For Comments for USDA Loan Application for Wood Resource Recovery,
LLC and Gaston Tree Service, LLC

Wood Resource Recovery, LLC and Gaston Tree Service, LLC, joint borrower (company) are requesting a USDA Rural Development B&I guaranteed loan. Loan proceeds will be utilized to purchase equipment, refinance existing loans, improvements and for working capital including transaction cost. The loan will be secured by a first mortgage / security interest on the equipment being purchased, existing equipment, property and improvements in Alachua County at 10606 SR 121 N, Gainesville, FL 32653 and Clay County at 4640 CR 218, Middleburg, FL 32068,, accounts receivable and inventory.

The primary purpose of this loan is to acquire equipment to supply \$11,900,000 in biomass fuel to GREC annually, beginning in May 2013. WRR has a long term biomass fuel supply agreement with Gainesville Renewal Energy Center (GREC) to supply approximately 43% of GREC's fuel demand. GREC is a biomass fuel power facility located in Gainesville which has a long term agreement with the Gainesville Regional Utilities (GRU) to supply 100-MW of biomass power annually. Fuel type is clean urban wood waste including yard waste, land clearing debris, tree service debris, storm debris and pallets. WRR has a 27-county exclusive area.

Bill Gaston started Wood Resource Recovery (WRR) in 1983. WRR is one of the pioneers of wood and yard waste recycling in Florida. WRR operated a wood recycling yard in Alachua County before recycling was required by the state and demonstrated many of the methods used later in future legislation for composting, mulching, and site management. WRR's Alachua County site was the first permitted yard waste recycling site in Florida and the site was designated the statewide Compost Demonstration Project by the Florida legislature in cooperation with the University of Florida. New ways to recycle vegetative debris were explored and the information distributed throughout the state. Urban wood fuel was marketed to traditional biomass fuel consumers and ways to make it an efficient source of energy were also developed in the process. WRR's management and technical staff bring over forty years of combined experience to the challenges of successful wood recycling and recovery. WRR is one of the largest wood waste recyclers in Florida and its management has participated in designing projects in New York, Virginia, Missouri, Texas and Georgia. Today, WRR performs mobile grinding for municipalities, universities, and private companies in Florida and throughout the United States. WRR has collected, processed, marketed or delivered an assortment of biomass products, and since 1999 alone, WRR has established debris collection and recycling centers and operations that have handled over 11 million tons of woody material. Associated with WRR is Gaston's Tree Service (GTS), which provides tree surgeon services and operates a fleet of tree debris collection trucks in North Florida, with mobilization capability for disaster response operations. Property in Alachua County, Marion County and Clay County used by WRR is owned by the company and/or Bill Gaston personally.

The necessary services, police protection and fire protection are already in place. There is no adverse public reaction, no mitigation measures are required for the project, no special permits are required and no other federal actions are required to the best of our knowledge. Approximately 5% of loan proceeds will be used for paving and to erect a metal maintenance building. There are no pending or final regulatory or legal actions against the company. As a result of this USDA loan, 39 jobs will be created and the climate of the rural area will be improved for the long term.

The following information is attached / enclosed:

- RD 1940-20: Request for Environmental Information
- State Clearinghouse, Regional Planning Council and SHPO memos requesting comments
- Description of properties & improvements, one for each of the three properties
- Area and local maps of properties, one for each of the three properties
- Photographs & aerials of properties & improvements, one for each of the three properties
- Legal descriptions of properties, one for each of the three properties
- Flood hazard determination for properties, one for each of the three properties
- Flood maps for properties, one for each of the three properties

We are to notify you as a part of the USDA loan application process. We request that your office, as well as the two other agencies copied, provide comments supporting our loan / project to: Joe Mueller, USDA Rural Development (email: joe.mueller@fl.usda.gov, phone: 352-338-3441) and a copy to: Steve Small, Capital Resource (email: capitalresource@msn.com, phone: 727-446-7758). We would appreciate you expediting your process because we hope to have USDA consider the loan in December 2012. If you have questions about our loan project, please contact William Gaston, 352-258-8417. Thank you for your support.

CC: Scott R. Koons
Executive Director
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603
352-955-2200 phone
352-955-2209 fax
koons@ncfrpc.org

CC: Katherine Shelfer
Historic Preservationist
Bureau of Historic Preservation
500 South Bronough Street
Tallahassee, Florida 32399-0250
katherine.shelfer@dos.myflorida.com

Attachment to Request for Environmental Information Form RD 1940-20:

Exhibit I - Request For Environmental Information

Wood Resource Recovery, LLC and Gaston Tree Service, LLC, joint borrower (company) is requesting a USDA Rural Development to guarantee its \$6,800,000 loan. Loan proceeds will be utilized to purchase equipment, refinance existing loans, improvements and for working capital including transaction cost. The loan will be secured by a first mortgage / security interest on the equipment being purchased, existing equipment, property and improvements in Alachua and Clay Counties, accounts receivable and inventory. William Gaston, the owner, will guarantee the loan.

The primary purpose of this loan is to acquire equipment to supply \$11,900,000 in biomass fuel to GREC annually, beginning in May 2013. WRR has a long term biomass fuel supply agreement with Gainesville Renewal Energy Center (GREC) to supply approximately 43% of GREC's fuel demand. GREC is a biomass fuel power facility located in Gainesville which has a long term agreement with the Gainesville Regional Utilities (GRU) to supply 100-MW of biomass power annually. Fuel type is clean urban wood waste including yard waste, land clearing debris, tree service debris, storm debris and pallets. WRR has a 27-county exclusive area.

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The necessary services, police protection and fire protection are already in place. There is no adverse public reaction, no mitigation measures are required for the project, no special permits are required and no other federal actions are required to the best of our knowledge. Approximately 5% of loan proceeds will be used for paving and to erect a metal maintenance building. There are no pending or final regulatory or legal actions against the company. As a result of this USDA loan, 39 jobs will be created and the climate of the rural area will be improved for the long term. We look forward to working with you on this very worthwhile project.

This section of the loan package contains locations descriptions, legal descriptions, locations maps, FEMA maps and flood hazard determinations.

1. Primary Beneficiaries

The primary purpose of this loan is to acquire equipment to supply \$11,900,000 in biomass fuel to GREC annually, beginning in May 2013. WRR has a long term biomass fuel supply agreement with Gainesville Renewal Energy Center (GREC) to supply approximately 43% of GREC's fuel demand. GREC is a biomass fuel power facility located in Gainesville which has a long term agreement with the Gainesville Regional Utilities (GRU) to supply 100-MW of biomass power annually. Fuel type is clean urban wood waste including yard waste, land clearing debris, tree service debris, storm debris and pallets. WRR has a 27-county exclusive area.

This USDA loan, 39 jobs will be created and the climate of the rural area will be improved for the long term.

2. Area Description

- Refer to enclosures in this section for description for each of the sites.
- There is no negative effect on resources. WRR is one of the pioneers of wood and yard waste recycling in Florida. WRR operated a wood recycling yard in Alachua County before recycling was required by the state and demonstrated many of the methods used later in future legislation for composting, mulching, and site management. WRR's Alachua County site was the first permitted yard waste recycling site in Florida and the site was designated the statewide Compost Demonstration Project by the Florida legislature in cooperation with the University of Florida. New ways to recycle vegetative debris were explored and the information distributed throughout the state. Urban wood fuel was marketed to traditional biomass fuel consumers and ways to make it an efficient source of energy were also developed in the process.

13. Public Reaction

- a. Not applicable.
- b. Not applicable.
- c. Not applicable.

15. Mitigation Measures

No mitigation measures are necessary.

16. Permits

- a. None.
- b. Not applicable.

Other Federal Actions

There are none to the company's knowledge.

Alachua County 15 Acre Property

The following information is specific to this property:

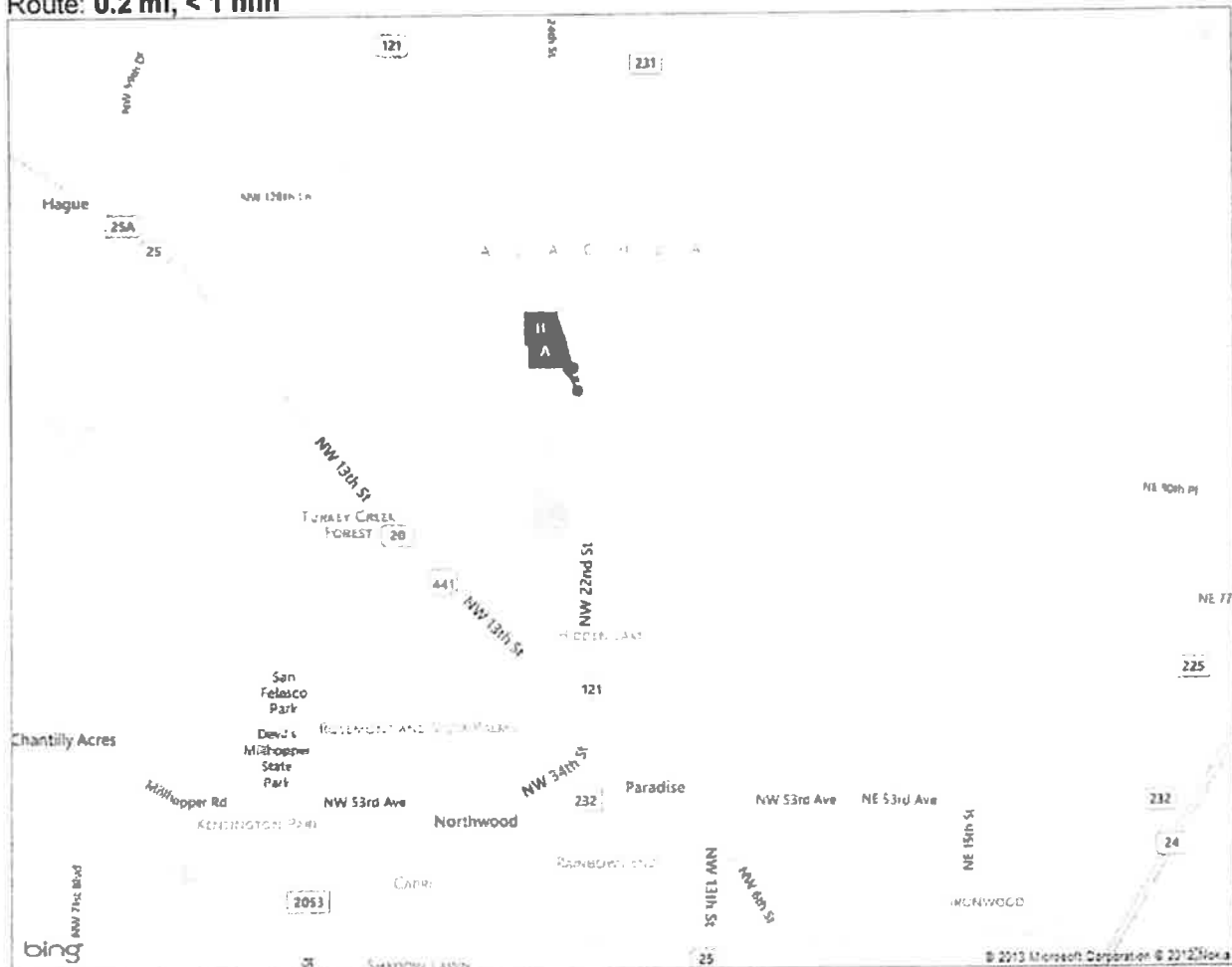
- The address of the property is 10606 SR 121 N, Gainesville, Alachua County, FL 32653. The property is located in an unincorporated area of Alachua County.
- Property is readily accessible from SR 121, via an ingress/egress easement on the west side of SR 121 N.
- Property is 15 acres.
- The property is rolling with grassy characteristics and some tree cover.
- Improvements on the property are a 1,600 SF metal building with a 900 SF canopy. There are no planned vertical improvements on this property. Some of the existing roads will be paved/repaved.
- The property is used as a wood/tree debris recycling or processing site.
- The property is located in an unincorporated area of Alachua County and therefore, no city services. It has an on-site well and septic service. Police protection is provided by the sheriff and fire protection is on a county-wide volunteer basis. Garbage collection must be arranged through an independent carrier.
- The property's shape is rectangular, approximately 900' x 726'.
- The property zoning is A, agricultural zoning and rural land use, which allows the use of the property for a wood/tree debris recycling or processing site.
- The property is Alachua County parcel number 05946-001-000.
- The property legal description is on the county property tax record in this section.
- William Gaston owns the property personally. Improvements include a metal building with interior metal walls and ceiling and concrete floor. The property also has 2 wells and 1 septic.
- The property is in Flood Zone X. FEMA Flood Map is 12001C0165D dated June 16, 2006. Zone X are areas not considered to be part of the Special Flood Hazard Area.

This other information about this property follows:

- Location map
- County property tax record with legal description.
- Photos of property
- Aerial
- FEMA map
- Flood Hazard Determination

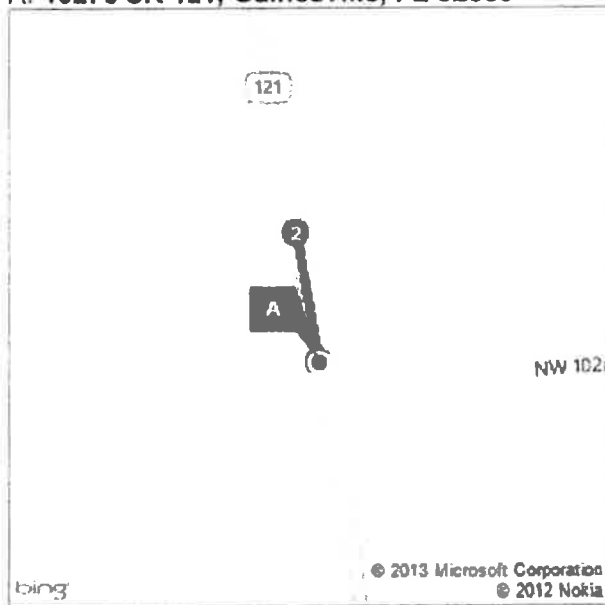
**There are no planned vertical improvements on this property.
Some of the existing roads will be paved/repaved.**

Route: 0.2 mi, < 1 min

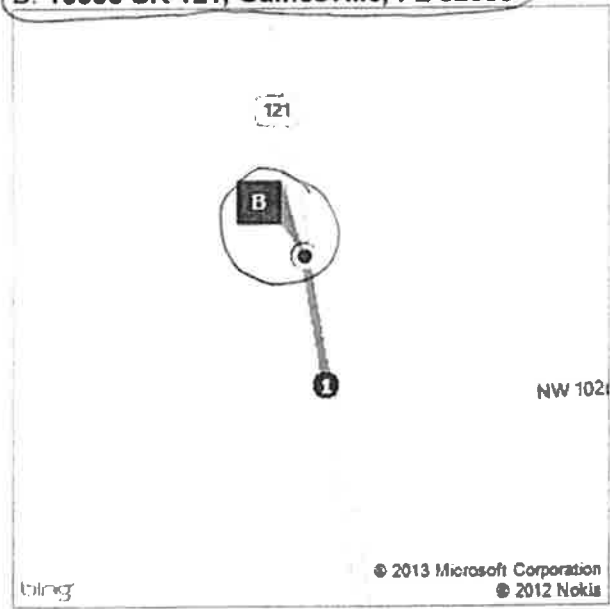


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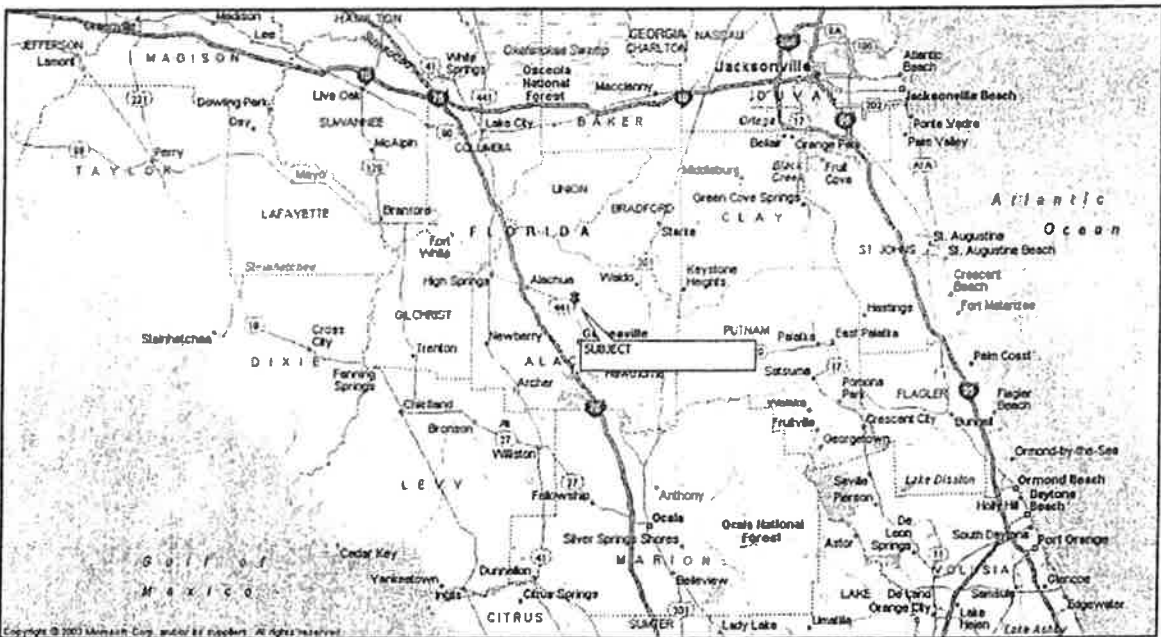
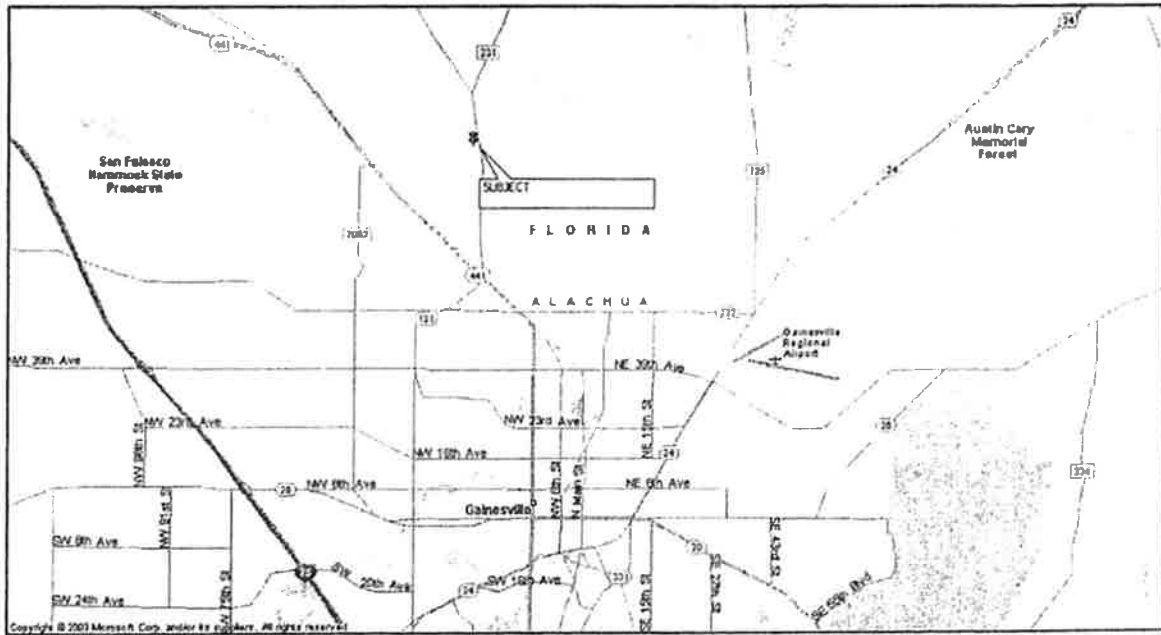
A: 10270 SR-121, Gainesville, FL 32653



B: 10606 SR-121, Gainesville, FL 32653



SUBJECT LOCATON MAP



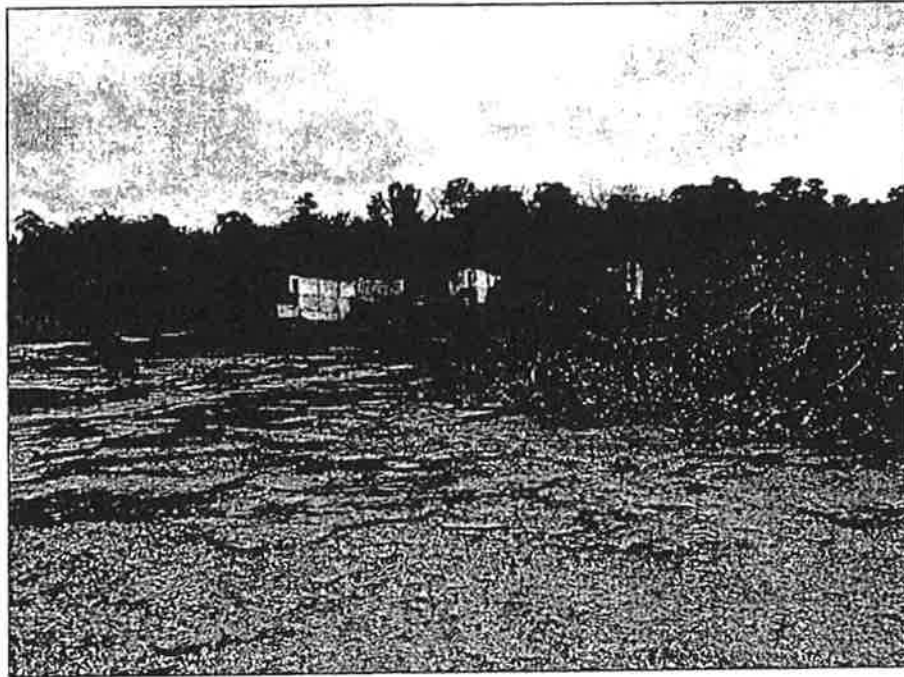
PHOTOGRAPHS



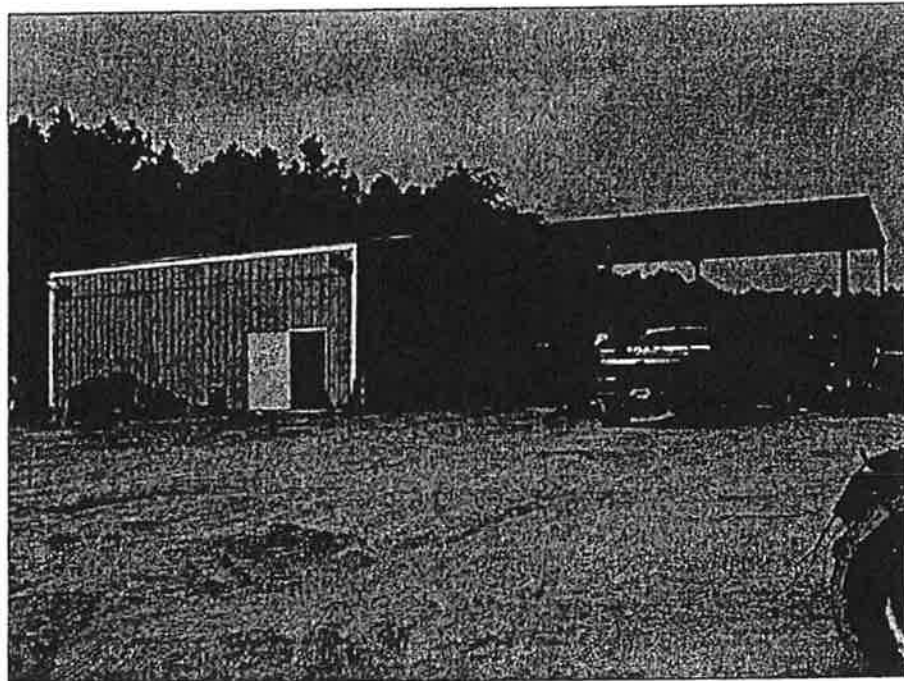
Subject looking Wly



Subject looking NWly

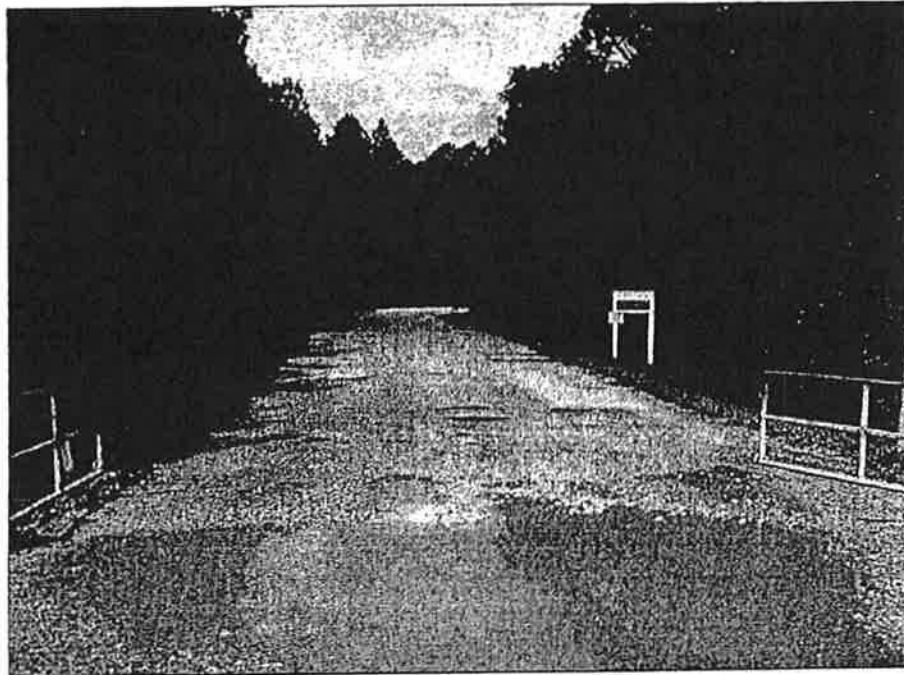


Subject looking Ely



Metal storage building

Street Scenes

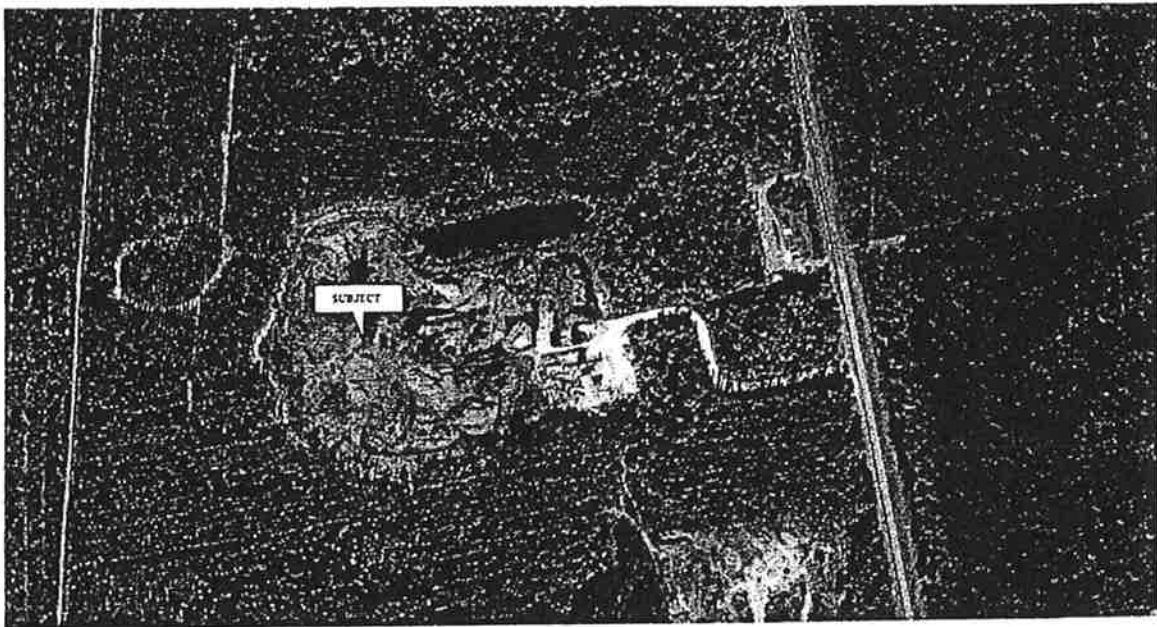


**Looking Ely along limerock easement for ingress/egress
Subject is to the rear of photo**



**Looking Nly along SR 121
Subject easement for ingress/egress is to the left of photo**

SUBJECT AERIAL MAP



**FEDERAL EMERGENCY MANAGEMENT AGENCY
STANDARD FLOOD HAZARD DETERMINATION**

*See The Attached
Instructions*

O.M.B. No. 3067-0264
Expires October 31, 2005

SECTION I - LOAN INFORMATION

1. LENDER NAME AND ADDRESS

1st Manatee Bank
5100 Cortez Rd. West
Bradenton, FL 34210

**2. COLLATERAL (Building/Mobile Home/Personal Property) PROPERTY ADDRESS
(Legal Description may be attached)**

10606 SR 121 N, Gainesville, Alachua Co., FL 32653

3. LENDER ID. NO.

4. LOAN IDENTIFIER

5. AMOUNT OF FLOOD INSURANCE REQUIRED
\$ 0

SECTION II

A. NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMMUNITY JURISDICTION

1. NFIP Community Name

Alachua Co. Uninc. & Inc. areas

2. County(ies)

Alachua

3. State

FL

4. NFIP Community Number

12001C0165D

B. NATIONAL FLOOD INSURANCE PROGRAM (NFIP) DATA AFFECTING BUILDING/MOBILE HOME

**1. NFIP Map Number or Community Panel Number
(Community name, if not the same as "A")**

12001C0165D

**2. NFIP Map Panel Effective/
Revised Date**

June 16, 2006

3. LOMA/LOMR

☐ yes

Date

4. Flood Zone

x

5. No NFIP Map

C. FEDERAL FLOOD INSURANCE AVAILABILITY (Check all that apply)

1. ☒ Federal Flood insurance is available (community participates in NFIP). ☐ Regular Program ☐ Emergency Program of NFIP

2. ☐ Federal Flood insurance is not available because community is not participating in the NFIP.

3. ☐ Building/Mobile Home is in a Coastal Barrier Resources Area (CBRA) or Otherwise Protected Area (OPA), Federal Flood insurance may not be available.

CBRA/OPA designation date: _____

D. DETERMINATION

IS BUILDING/MOBILE HOME IN SPECIAL FLOOD HAZARD AREA

(ZONES CONTAINING THE LETTERS "A" OR "V")? ☐ YES ☒ NO

If yes, flood insurance is required by the Flood Disaster Protection Act of 1973.

If no, flood insurance is not required by the Flood Disaster Protection Act of 1973.

E. COMMENTS (Optional):

No vertical construction is planned on this property. Only repaving/paving roads.
There are no planned improvements on this property.
Flood insurance is not required.

This determination is based on examining the NFIP map, any Federal Emergency Management Agency revisions to it, and any other information needed to locate the building/mobile home on the NFIP map.

F. PREPARER'S INFORMATION

NAME, ADDRESS, TELEPHONE NUMBER (if other than Lender)

same

DATE OF DETERMINATION

March 11, 2013

Alachua County 10 Acre Property

The following information is specific to this property:

- The address of the property is 10270 SR 121 N, Gainesville, Alachua County, FL 32653. The property is located in an unincorporated area of Alachua County.
- Property accessible the west side of SR 121 N, with approximately 660' fronting SR 121 N.
- Property is 10 acres.
- The property is rolling with grassy characteristics and some tree cover.
- There are no existing improvements on the property, except roads. Planned improvements are a 6,000 SF metal maintenance building and some of the existing roads will be paved / repaved.
- The property is used as a wood/tree debris recycling or processing site.
- The property is located in an unincorporated area of Alachua County and therefore, no city services. It has an on-site well and septic service. Police protection is provided by the sheriff and fire protection is on a county-wide volunteer basis. Garbage collection must be arranged through an independent carrier.
- The property zoning is A, agricultural zoning and rural land use, which allows the use of the property for a wood/tree debris recycling or processing site.
- The property is Alachua County parcel number 05946-002-00.
- The property legal description is on the county property tax record in this section.
- William Gaston owns the property personally.
- The property is in Flood Zone X, with a small portion in zone A. FEMA Flood Map is 12001C0165D dated June 16, 2006. Zone X areas are not considered to be part of the Special Flood Hazard Area.

This other information about this property follows:

- Location map
- County property tax record with legal description.
- Photos of property
- Aerial
- FEMA map
- Flood Hazard Determination

**Planned improvements are a 6,000 SF metal maintenance building.
Some of the existing roads will be paved / repaved.**

Map of the area around Chantilly, Virginia, showing the route from the starting point to the destination. The route is marked with a red line and includes labels for major roads such as I-495, I-66, and I-267. Landmarks like the Pentagon and the Washington Monument are also visible.



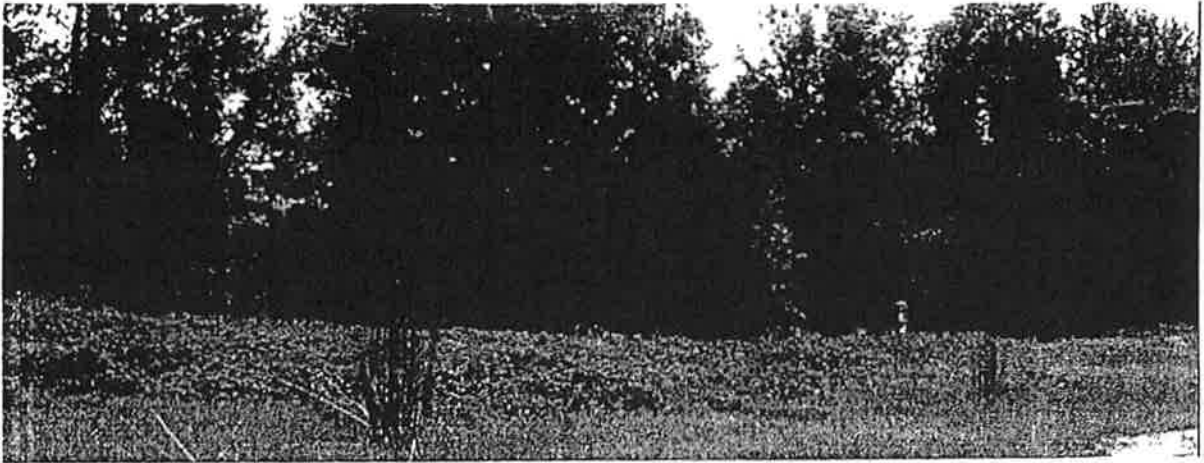
Entrance facing west from SR 121



Center-south portion of site

COVERT APPRAISAL
SERVICES, INC

10



Northerly area of site; there is reportedly an older well on site and was used with a generator (no power currently on site); condition unknown.



N SR 121 facing south; subject is to right of photo.



N SR 121 facing north; subject is to left of photo.

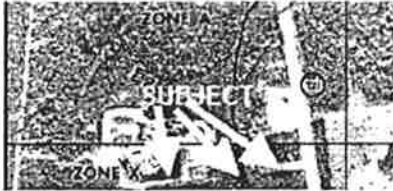
COVERT APPRAISAL
SERVICES, INC

Flood Zone

FEMA issued Flood Maps

Map Item ID	Description	Effective Date
12001C0165D	ALACHUA CO. UNINC & INC AREAS	06/16/2006

Zone X with a small area of A, area of flood hazard



Zone A: Zone A is the flood insurance rate zone that corresponds to the 100-year floodplains (1% annual chance floodplains) that are determined in the Flood Insurance Study by approximate methods. Because detailed hydraulic analyses are not performed for such areas, no Base Flood Elevations or depths are shown within this zone. Mandatory flood insurance purchase requirements apply. Zone A is considered a Special Flood Hazard Area.

Zones AE: Zone AE is the flood insurance rate zone that corresponds to the 100-year floodplains (1% annual chance floodplains) that are determined in the Flood Insurance Study by detailed methods. In most instances, Base Flood Elevations derived from the detailed hydraulic analyses are shown at selected intervals within this zone. Mandatory flood insurance purchase requirements apply. Zone AE is considered a Special Flood Hazard Area.

Zones B, C, and X: Zones B, C, and X are the flood insurance rate zones that correspond to areas outside the 100-year floodplains, areas of 100-year sheet flow flooding where average depths are less than 1 foot, areas of 100-year stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 100-year flood by levees. Some of these areas are subject to a 0.2% annual chance floodplain. No BFEs or depths are shown within this zone. Zones B, C, and X are NOT considered Special Flood Hazard Areas, and mandatory flood insurance purchase requirements do NOT apply.

Adjacent Land Uses

North: WRR Tree Debris recycling site

South: Wooded agricultural lands-planned Plum Creek Development

East: N SR 121, wooded agricultural lands beyond

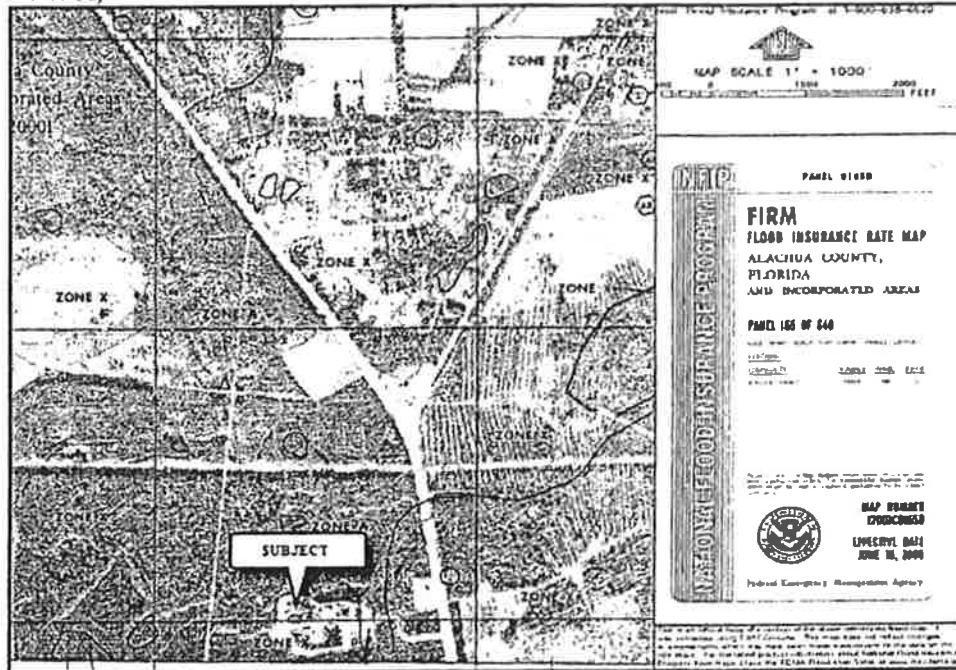
West: Wooded agricultural lands- planned Plum Creek Development

Flood Zone

FEMA Issued Flood Maps

Map Item ID	Description	Effective Date
12001C0165D	ALACHUA CO. UNINC & INC AREAS	08/16/2006

Zone X, area of minimal flood hazard



**FEDERAL EMERGENCY MANAGEMENT AGENCY
STANDARD FLOOD HAZARD DETERMINATION**

*See The Attached
Instructions*

**O.M.B. No. 3067-0264
Expires October 31, 2005**

SECTION I- LOAN INFORMATION

1. LENDER NAME AND ADDRESS 1st Manatee Bank 5100 Cortez Rd. West Bradenton, FL 34210		2. COLLATERAL (Building/Mobile Home/Personal Property) PROPERTY ADDRESS (Legal Description may be attached) 10270 SR 121 N, Gainesville, Alachua County, FL 32653	
3. LENDER ID. NO.	4. LOAN IDENTIFIER	5. AMOUNT OF FLOOD INSURANCE REQUIRED \$ 0	

SECTION II

A. NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMMUNITY JURISDICTION

1. NFIP Community Name Alachua Co. Uninc. & Inc. areas	2. County(ies) Alachua	3. State FL	4. NFIP Community Number 12001C0165D
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B. NATIONAL FLOOD INSURANCE PROGRAM (NFIP) DATA AFFECTING BUILDING/MOBILE HOME

1. NFIP Map Number or Community Panel Number (Community name, if not the same as "A") 12001C0165D	2. NFIP Map Panel Effective/ Revised Date June 16, 2006	3. LOMA/LOMR <input type="checkbox"/> yes Date	4. Flood Zone X A (small portion)	5. No NFIP Map
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C. FEDERAL FLOOD INSURANCE AVAILABILITY (Check all that apply)

1. ☒ Federal Flood Insurance is available (community participates in NFIP). ☐ Regular Program ☐ Emergency Program of NFIP
2. ☐ Federal Flood Insurance is not available because community is not participating in the NFIP.
3. ☐ Building/Mobile Home is in a Coastal Barrier Resources Area (CBRA) or Otherwise Protected Area (OPA), Federal Flood insurance may not be available.
CBRA/OPA designation date: _____

D. DETERMINATION

**IS BUILDING/MOBILE HOME IN SPECIAL FLOOD HAZARD AREA
(ZONES CONTAINING THE LETTERS "A" OR "V")? ☐ YES ☒ NO**

If yes, flood insurance is required by the Flood Disaster Protection Act of 1973.

If no, flood insurance is not required by the Flood Disaster Protection Act of 1973.

E. COMMENTS (Optional):

Flood insurance is not required.

This determination is based on examining the NFIP map, any Federal Emergency Management Agency revisions to it, and any other information needed to locate the building/mobile home on the NFIP map.

F. PREPARER'S INFORMATION

NAME, ADDRESS, TELEPHONE NUMBER (If other than Lender) same	DATE OF DETERMINATION March 11, 2013
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#46
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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 4-9-13

PROJECT DESCRIPTION

#46- U.S. Department of Interior, Bureau of Ocean Energy Management - Gulf of Mexico OCS Oil and Gas Lease Sales: 2014 and 2016, Eastern Planning Area Lease Sales 225 and 226, Draft Environmental Impact Statement

TO: Lauren Milligan, Florida State Clearinghouse

 COMMENTS ATTACHED

 X **NO COMMENTS REGARDING THIS PROJECT**

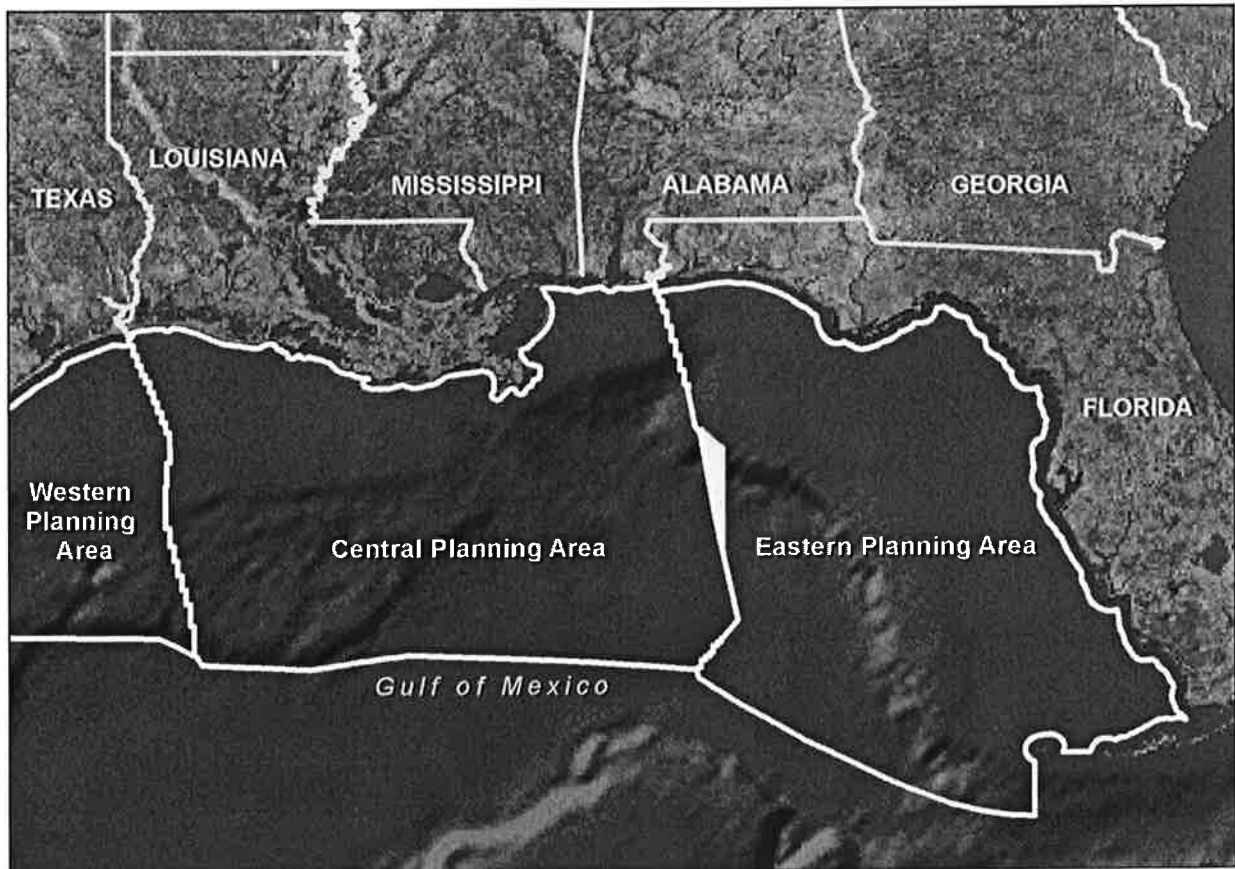
IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

Gulf of Mexico OCS Oil and Gas Lease Sales: 2014 and 2016

Eastern Planning Area Lease Sales 225 and 226

Draft Environmental Impact Statement

Volume I: Chapters 1-8 and Keyword Index



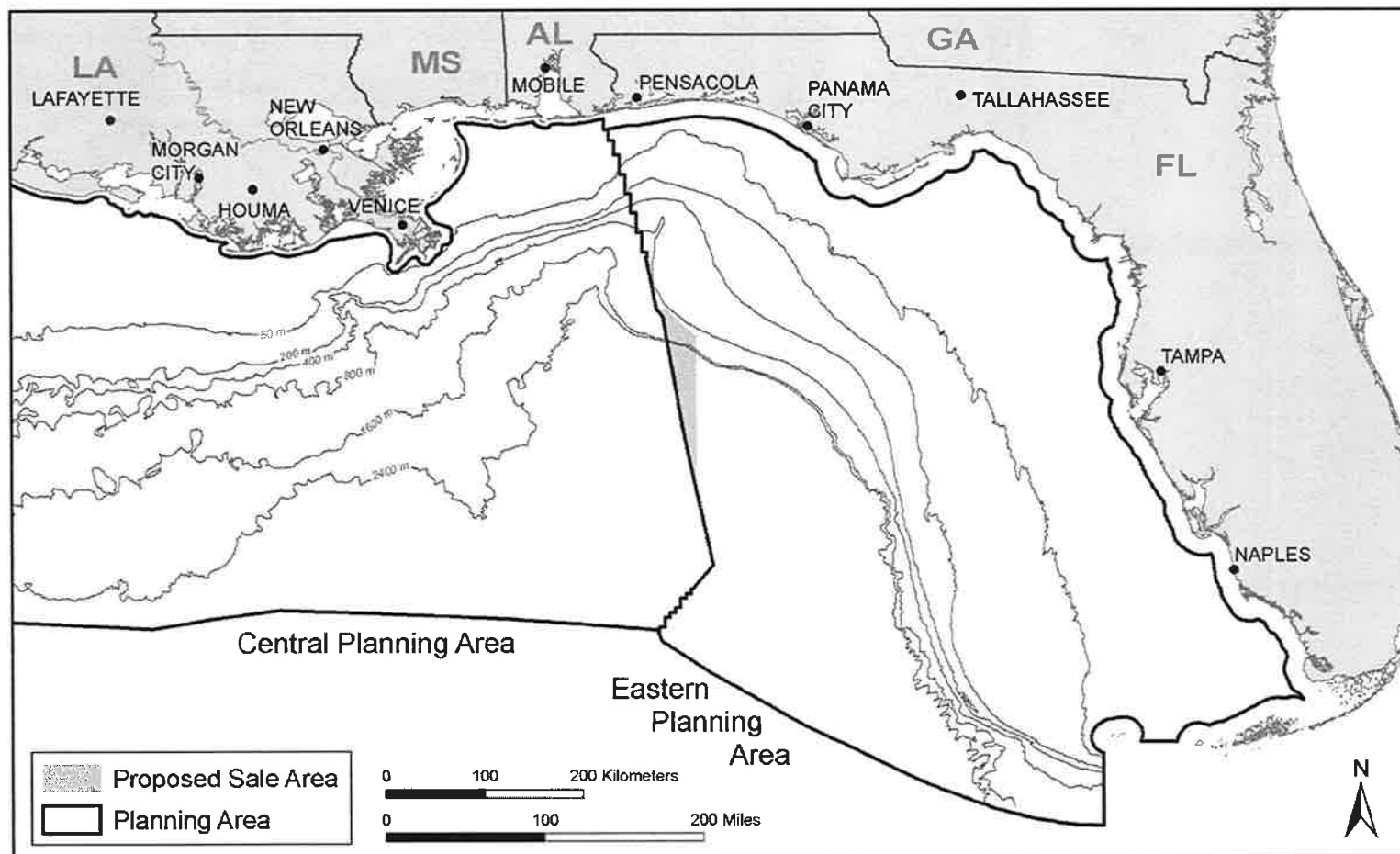


Figure 1-1. Gulf of Mexico Planning Areas, Proposed Lease Sale Area, and Locations of Major Cities.

SUMMARY

This environmental impact statement (EIS) addresses two proposed Federal actions that offer for lease an area on the Gulf of Mexico Outer Continental Shelf (OCS) that may contain economically recoverable oil and gas resources. Under the *Proposed Final Outer Continental Shelf Oil & Gas Leasing Program: 2012-2017* (Five-Year Program) (USDOJ, BOEM, 2012a), two proposed lease sales are scheduled for the Eastern Planning Area (EPA). Proposed EPA Lease Sale 225 is tentatively scheduled for 2014 and proposed EPA Lease Sale 226 is tentatively scheduled for 2016. Federal regulations allow for several related or similar proposals to be analyzed in one EIS (40 CFR 1502.4). Since each lease sale proposal and projected activities are very similar for the proposed EPA lease sale area, a single EIS is being prepared for the two proposed EPA lease sales. At the completion of this EIS process, a decision will be made on whether or how to proceed with proposed EPA Lease Sale 225. A separate National Environmental Policy Act (NEPA) review, in a form to be determined by the Bureau of Ocean Energy Management (BOEM), will be conducted prior to BOEM's decision on whether or how to proceed with proposed EPA Lease Sale 226.

This EIS for proposed EPA Lease Sales 225 and 226 uses information contained in three previous environmental impact statements. This EIS tiers from the *Outer Continental Shelf Oil and Gas Leasing Program: 2012-2017, Final Programmatic Environmental Impact Statement* (Five-Year Program EIS) (USDOJ, BOEM, 2012b) and, due to the close proximity of the proposed EPA lease sale area to the Central Planning Area, incorporates by reference all of the relevant material published in the EIS's that were prepared for the nearby or adjacent Western and Central Planning Areas (WPA and CPA): *Gulf of Mexico OCS Oil and Gas Lease Sales: 2012-2017; Western Planning Area Lease Sales 229, 233, 238, 246, and 248; Central Planning Area Lease Sales 227, 231, 235, 241, and 247, Final Environmental Impact Statement* (2012-2017 WPA/CPA Multisale EIS) (USDOJ, BOEM, 2012c) and *Gulf of Mexico OCS Oil and Gas Lease Sales: 2013-2014; Western Planning Area Lease Sale 233; Central Planning Area Lease Sale 231, Draft Supplemental Environmental Impact Statement* (2013-2014 WPA/CPA Supplemental EIS) (USDOJ, BOEM, 2012d).

This summary is only a brief overview of the proposed EPA lease sales, alternatives, significant issues, potential environmental and socioeconomic effects, and proposed mitigating measures contained in this EIS. To obtain the full perspective and context of the potential environmental and socioeconomic impacts discussed, it is necessary to read the entire analyses. Relevant discussions can be found in the chapters of this EIS as described below.

- **Chapter 1**, The Proposed Actions, describes the purpose of and need for the proposed EPA lease sales, the prelease process, postlease activities, and other OCS-related activities. This chapter also provides summaries of the major applicable Federal laws and regulations.
- **Chapter 2**, Alternatives Including the Proposed Actions, summarizes the environmental and socioeconomic effects of an EPA proposed lease sale and alternatives. This chapter also discusses the potential mitigating measures to avoid or minimize impacts.
- **Chapter 3**, Impact-Producing Factors and Scenario, describes activities associated with an EPA proposed lease sale and the OCS Program, and other foreseeable activities that could potentially affect the biological, physical, and socioeconomic resources of the Gulf of Mexico.

Chapter 3.1, Impact-Producing Factors and Scenario—Routine Operations, describes the offshore infrastructure and activities (impact-producing factors) associated with an EPA proposed lease sale that could potentially affect the biological, physical, and socioeconomic resources of the Gulf of Mexico.

Chapter 3.2, Impact-Producing Factors and Scenario—Accidental Events, discusses potential accidental events (i.e., oil spills, losses of well control,

vessel collisions, and spills of chemicals or drilling fluids) that may occur as a result of activities associated with an EPA proposed lease sale.

Chapter 3.3, Cumulative Activities Scenario, describes past, present, and reasonably foreseeable future human activities, including non-OCS activities, as well as all OCS activities, that may affect the biological, physical, and socioeconomic resources of the Gulf of Mexico.

- **Chapter 4**, Description of the Environment and Impact Analysis, describes the affected environment and provides an analysis of the routine, accidental, and cumulative impacts of an EPA proposed action and the alternatives on environmental and socioeconomic resources of the Gulf of Mexico.

Chapter 4.1, Proposed Eastern Planning Area Lease Sales 225 and 226, describes the impacts of an EPA proposed action and alternatives to an EPA proposed action on the biological, physical, and socioeconomic resources of the Gulf of Mexico.

Chapter 4 also includes **Chapter 4.2**, Unavoidable Adverse Impacts of the Proposed Action; **Chapter 4.3**, Irreversible and Irretrievable Commitment of Resources; and **Chapter 4.4**, Relationship between the Short-term Use of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

- **Chapter 5**, Consultation and Coordination, describes the consultation and coordination activities with Federal, State, and local agencies and other interested parties that occurred during the development of this EIS.
- **Chapter 6**, References, is a list of literature cited throughout this EIS.
- **Chapter 7**, Preparers, is a list of names of persons who were primarily responsible for preparing and reviewing this EIS.
- **Chapter 8**, Glossary, is a list of definitions of selected terms used in this EIS.
- **Appendix A**, Physical and Environmental Settings, provides in-depth background information beyond the resource-specific material presented in the impact analyses.
- **Appendix B**, Catastrophic Spill Analysis, is a technical analysis of a potential catastrophic event to assist BOEM in meeting the Council on Environmental Quality's (CEQ) requirements for evaluating low-probability catastrophic events under NEPA. The CEQ regulations address impacts with catastrophic consequences in the context of evaluating reasonably foreseeable significant adverse effects in an EIS when they address the issue of incomplete or unavailable information (40 CFR 1502.22). For NEPA purposes, "[r]easonably foreseeable" impacts include impacts that have catastrophic consequences even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason" (40 CFR 1502.22(b)(4)). Therefore, this analysis, which is based on credible scientific evidence, identifies the most likely and most significant impacts from a high-volume blowout and oil spill that continues for an extended period of time. The scenario and impacts discussed in this analysis should not be confused with the scenario and impacts anticipated to result from routine activities or more reasonably foreseeable accidental events of an EPA proposed action.
- **Appendix C**, BOEM-OSRA Catastrophic Run, is a detailed explanation of BOEM's Oil-Spill Risk Analysis (OSRA) and the computer model runs accomplished for this EIS.

- **Appendix D**, Essential Fish Habitat Assessment, is the text of the essential fish habitat consultations that BOEM has concluded with the National Marine Fisheries Service.
- **Appendix E**, State Coastal Management Plans, reflects the Department of Commerce-approved coastal management plans of the coastal states in the Gulf of Mexico that have the potential to be affected by an EPA proposed action.
- **Appendix F**, Recent Publications of the Environmental Studies Program, contains a listing of publications that originated in BOEM's (and the Agency's predecessors, the Bureau of Ocean Energy Management, Regulation and Enforcement and the Minerals Management Service) Environmental Studies Program of the Gulf of Mexico OCS Region, with a particular focus on the most recent studies.
- **Appendix G**, Air Quality Offshore Modeling Analysis, presents a detailed analysis of the Offshore Coastal Dispersion Model for air quality purposes.

Proposed Action and Alternatives

Alternative A (Preferred Alternative)—The Proposed Action: This alternative would offer for lease all unleased blocks within the proposed EPA lease sale area for oil and gas operations.

The proposed EPA lease sale area covers approximately 657,905 acres and includes those blocks previously included in the EPA Lease Sale 224 Area and a triangular-shaped area south of this area bordered by the CPA boundary on the west and the Military Mission Line (86°41' W. longitude) on the east. The area is south of eastern Alabama and western Florida; the nearest point of land is 125 miles (201 kilometers) northwest in Louisiana. As of February 2013, approximately 465,200 acres of the proposed EPA lease sale area are currently unleased. The estimated amount of natural resources projected to be developed as a result of a proposed EPA lease sale is 0-0.071 billion barrels of oil (BBO) and 0-0.162 trillion cubic feet (Tcf) of gas.

Alternative A has been identified as BOEM's preferred alternative; however, this does not mean that the other alternative may not be selected in the Record of Decision.

Alternative B—No Action: This alternative is the cancellation of a proposed EPA lease sale. If this alternative is chosen, the opportunity for development of the estimated 0-0.071 BBO and 0-0.162 Tcf of gas that could have resulted from a proposed EPA lease sale would be precluded or postponed. Any potential environmental impacts resulting from a proposed EPA lease sale would not occur or would be postponed to a future lease sale decision. This is also analyzed in the EIS for the Five-Year Program on a nationwide programmatic level.

Although for its NEPA analyses in other planning areas BOEM typically analyzes alternatives that defer blocks based on the proximity or presence of biologically sensitive features or for other programmatic reasons, BOEM has determined that such alternatives are not reasonable in the EPA as there are no known blocks to exclude due to proximity to or presence of biologically sensitive features and due to the fact that the proposed EPA action area is such a small area for leasing. Scoping did not identify any other reasonable alternatives. And finally, other viable alternatives such as the deferral of blocks or the delay of a proposed EPA lease sale would essentially result in the same impacts as the No Action alternative, and therefore, do not need to be evaluated as separate and distinct alternatives.

Mitigating Measures

Proposed lease stipulations and other mitigating measures designed to reduce or eliminate environmental risks and/or potential multiple-use conflicts between OCS operations and U.S. Department of Defense activities may be applied to Alternative A. Four lease stipulations are proposed for an EPA proposed lease sale—the Protected Species Stipulation, Military Areas Stipulation, the Evacuation Stipulation, and the Coordination Stipulation.

Application of lease stipulations will be considered by the Assistant Secretary of the Interior for Land and Minerals (ASLM). The inclusion of the stipulations as part of the analysis of an EPA proposed action does not ensure that the ASLM will make a decision to apply the stipulations to leases that may result from an EPA proposed lease sale nor does it preclude minor modifications in wording during subsequent

steps in the prelease process if comments indicate changes are necessary or if conditions warrant. Any stipulations or mitigation requirements to be included in an EPA lease sale will be described in the Final Notice of Sale. Mitigation measures in the form of lease stipulations are added to the lease terms and are therefore enforceable as part of the lease.

Scenarios Analyzed

Offshore activities are described in the context of scenarios for an EPA proposed action (**Chapter 3.1**) and for the OCS Program (**Chapter 3.3**). BOEM's Gulf of Mexico OCS Region developed these scenarios to provide a framework for detailed analyses of potential impacts of an EPA proposed lease sale. The scenarios are presented as ranges of the amounts of undiscovered, unleased hydrocarbon resources estimated to be leased and discovered as a result of an EPA proposed action. The analyses are based on a traditionally employed range of activities (e.g., the installation of platforms, wells, and pipelines, and the number of helicopter operations and service-vessel trips) that would be needed to develop and produce the amount of resources estimated to be leased.

The cumulative analysis (**Chapter 4.1**) considers environmental and socioeconomic impacts that may result from the incremental impact of an EPA proposed action when added to all past, present, and reasonably foreseeable future activities, including non-OCS activities such as import tankering and commercial fishing, as well as all OCS activities (OCS Program). The OCS Program scenario includes all activities that are projected to occur from past, proposed, and future lease sales during the 40-year analysis period (2012-2051). This includes projected activity from lease sales that have been held, but for which exploration or development has not yet begun or is continuing. In addition to human activities, impacts from natural occurrences, such as hurricanes, are analyzed.

Significant Issues

The major issues that frame the environmental analyses in this EIS are the result of concerns raised during years of scoping for the Gulf of Mexico OCS Program. Issues related to OCS exploration, development, production, and transportation activities include oil spills, wetlands loss, air emissions, discharges, water quality degradation, trash and debris, structure and pipeline emplacement activities, platform removal, vessel and helicopter traffic, multiple-use conflicts, support services, population fluctuations, demands on public services, land-use planning, impacts to tourism, aesthetic interference, cultural impacts, environmental justice, and conflicts with State coastal zone management programs. Environmental resources and activities identified during the scoping process to warrant an environmental analysis include air quality, water quality, coastal barrier beaches and associated dunes, wetlands, seagrass communities, live bottoms, topographic features, *Sargassum* communities, deepwater benthic communities, soft bottom benthic communities, marine mammals, sea turtles, diamondback terrapins, beach mice, coastal and marine birds, Gulf sturgeon, smalltooth sawfish, fish resources and essential fish habitat, commercial and recreational fishing, recreational resources, archaeological resources, and socioeconomic conditions.

Other relevant issues include impacts from the *Deepwater Horizon* explosion, oil spill, and cleanup; from past and future hurricanes on environmental and socioeconomic resources; and on coastal and offshore infrastructure. During the past few years, the Gulf Coast States and Gulf of Mexico oil and gas activities have been impacted by major hurricanes. The description of the affected environment (**Chapter 4.1**) includes impacts from these storms on the physical and biological environment, socioeconomic activities, and OCS-related infrastructure. Baseline data are considered in the assessment of impacts from an EPA proposed action to the resources and the environment (**Chapter 4.1**).

Impact Conclusions

The full analyses of the potential impacts of routine activities and accidental events associated with an EPA proposed action and a proposed action's incremental contribution to the cumulative impacts are described in **Chapter 4.1**. A summary of the potential impacts from an EPA proposed action on each environmental and socioeconomic resource and the conclusions of the analyses can be found below.

Air Quality: Emissions of pollutants into the atmosphere from routine activities associated with an EPA proposed action are projected to have minimal impacts on onshore air quality, including emissions within the National Ambient Air Quality Standards. Increases in onshore annual average concentrations

of NO_x, SO_x, and PM₁₀ as a result of an EPA proposed action will be less than the maximum increases allowed in the Prevention of Significant Deterioration Class II areas. While regulations are in place to reduce the risk of impacts from hydrogen sulfide (H₂S) and while no H₂S-related deaths have occurred on the OCS, accidents involving high concentrations of H₂S could result in deaths as well as environmental damage. These emissions from routine and accidental events associated with an EPA proposed action are not expected to occur at concentrations that would change onshore air quality classifications.

Water Quality (Coastal Waters): The impacts to coastal water quality from routine activities associated with an EPA proposed action should be minimal if all existing regulatory requirements are met. Accidental events associated with an EPA proposed action that could impact coastal water quality include spills of oil and refined hydrocarbons, releases of natural gas and condensate, usage of chemical dispersants in oil-spill response, and spills of chemicals or drilling fluids. The loss of well control, pipeline failures, collisions, or other malfunctions could also result in such spills. Although response efforts may decrease the amount of oil in the environment, the response efforts may also impact the environment through, for example, increased vessel traffic, hydromodification, and application of dispersants. Natural degradation processes would also decrease the amount of spilled oil over time. For coastal spills, two additional factors that must be considered are the shallowness of the area and the proximity of the spill to shore. Over time, natural processes can physically, chemically, and biologically degrade oil. Chemicals used in the oil and gas industry are not a significant risk in the event of a spill because they are either nontoxic, are used in minor quantities, or are only used on a noncontinuous basis. Spills from collisions are not expected to be significant because collisions occur infrequently.

Water Quality (Offshore Waters): Regulations limit the levels of contaminants in discharges of drilling fluids and cuttings from exploratory activities and produced water and supply-vessel discharges during production activities. Therefore, the impacts to offshore water quality from routine activities associated with an EPA proposed action should be minimal as long as regulatory requirements are followed. Accidental events associated with an EPA proposed action that could impact offshore water quality include spills of oil and refined hydrocarbons, releases of natural gas and condensate, usage of chemical dispersants in oil-spill response, spills of chemicals or drilling fluids, loss of well control, pipeline failures, collisions, or other malfunctions that would result in such spills. Spills from collisions are not expected to be significant because collisions occur infrequently. Overall, loss of well control events and blowouts are rare events and of short duration, so potential impacts to offshore water quality are not expected to be significant except in the rare case of a catastrophic event. Although there is the potential for accidental events, an EPA proposed action would not significantly change the water quality of the Gulf of Mexico over a large spatial or temporal scale.

Coastal Barrier Beaches and Associated Dunes: Routine activities associated with an EPA proposed action are not expected to adversely alter barrier beach configurations much beyond existing, ongoing impacts in localized areas. This is because of the small amount of dredging, small probability of pipeline landfall, and the forecast for no new onshore facilities expected to result from an EPA proposed action. If any such activities should occur, multiple Federal and State regulations would ensure decreased impacts to coastal habitats.

Due to the proximity of inshore spills to barrier islands and beaches, inshore spills pose the greatest threat to coastal barrier beaches and dunes. The effects could be changes in species diversity that could result in changes in forage areas for species using microfauna as a food base. The probability of an offshore spill contacting recreational beaches is <0.5 percent. Equipment and personnel used in cleanup efforts can generate the greatest direct impacts to the area. No significant long-term impacts to the physical shape and structure of barrier beaches and associated dunes are expected to occur as a result of an EPA proposed action.

Wetlands: The impacts to wetlands from routine activities associated with an EPA proposed action are expected to be low because of the small length of onshore pipelines projected, the forecast for no new onshore facilities expected, and the minimal contribution to the need for maintenance dredging. Also, the mitigation measures required in most permits would further reduce all of these impacts.

Due to the proximity of inshore spills to wetlands and coastal habitats, inshore spills pose the greatest threat to wetlands. Fringe wetlands in the northern Gulf of Mexico are in moderate- to high-energy environments; therefore, sediment transport and tidal stirring should reduce the chances for oil persisting in the event that these areas are oiled. While a resulting slick may cause minor impacts to wetland habitat and surrounding seagrass communities, the equipment, chemical treatments, and personnel used to clean up can generate the greatest impacts to the area. Close monitoring and restrictions on the use of bottom-

disturbing equipment would be needed to avoid or minimize those impacts. Overall, impacts to wetland habitats from an oil spill associated with activities related to an EPA proposed action would be expected to be low and temporary because of the nature of the system, regulations, and specific cleanup techniques.

Seagrass Communities: Routine OCS activities related to an EPA proposed action that may impact seagrasses include maintenance dredging, vessel traffic, and pipeline landfalls. These activities are not expected to significantly increase in occurrence and range in the near future. If they do occur, these activities should have minor effects on submerged vegetation.

The greatest threat to inland, submerged vegetation communities would be from an inland spill resulting from a vessel accident or pipeline rupture, but the size of these types of spills is small and the duration short. The resulting slick may cause short-term and localized impacts to a submerged vegetation bed. Because prevention and cleanup measures can have negative effects on submerged vegetation, close monitoring and restrictions on the use of bottom-disturbing equipment would be needed to avoid or minimize those impacts. Safety and spill-prevention technologies are expected to continue to improve and would decrease the detrimental effects to submerged vegetation from an EPA proposed action.

Live Bottoms (Pinnacle Trend): Based on the localized impacts of routine oil and gas activities, the distance of the Pinnacle Trend from the proposed EPA lease sale area, and the depth of the proposed EPA lease sale area in relation to the depth where Pinnacle features are found, no impacts from routine events are anticipated to occur to Pinnacle features in the CPA as a result of an EPA proposed action.

Due to the distance of an EPA proposed action from the Pinnacle Trend, only large spills have the potential to reach the Pinnacle Trend. Most of the oil released from a spill at depth would be expected to rise to the sea surface and therefore reduce the amount of oil that may directly contact communities on Pinnacle features.

Live Bottoms (Low Relief): Based on the localized impacts of routine oil and gas activities, the distance of the live bottom low relief features from the sale area, and the depth of the sale area in relation to the depth where live bottom features are found, no impacts from routine events are anticipated to occur to live bottom low relief features in the EPA or CPA as a result of an EPA proposed action.

Due to the distance of an EPA proposed action from the low relief, only large spills have the potential to reach the topographic features. Most of the oil released from a spill at depth would be expected to rise to the sea surface and therefore reduce the amount of oil that may directly contact communities on live-bottom features.

Topographic Features: Based on the localized impacts of routine oil and gas activities, the distance of the topographic features from the proposed EPA lease sale area, and the depth of the proposed EPA lease sale area in relation to the depth where topographic features are found, no impacts from routine events are anticipated to occur to topographic features in the Gulf of Mexico as a result of an EPA proposed action.

Due to the distance of an EPA proposed action from the topographic features, only large spills have the potential to reach the topographic features. Most of the oil released from a spill at depth would be expected to rise to the sea surface and therefore reduce the amount of oil that may directly contact communities on topographic features.

Sargassum Communities: Impact-producing factors associated with routine events for an EPA proposed action that could affect *Sargassum* in the EPA may include the following: (1) drilling discharges (muds and cuttings); (2) produced water and well treatment chemicals; (3) operational discharges (deck drainage, sanitary and domestic water, and bilge and ballast water); and (4) physical disturbance from vessel traffic and the presence of exploration and production structures (i.e., rigs, platforms, and mobile offshore drilling units). The potential routine impacts to *Sargassum* that are associated with an EPA proposed action are expected to have only minor effects to a small portion of the *Sargassum* community as a whole. The *Sargassum* community lives in pelagic waters with generally high water quality and would be resilient to the minor effects predicted.

The potential accidental impacts to *Sargassum* that are associated with an EPA proposed action are expected to have only minor effects to a small portion of the *Sargassum* community unless a catastrophic spill occurs. In the case of a very large spill, the *Sargassum* algae community could suffer severe impacts to a sizable portion of the population in the northern Gulf of Mexico. The *Sargassum* community lives in pelagic waters with generally high water quality and is expected to show good resilience to the predicted effects of spills.

Chemosynthetic Deepwater Benthic Communities: Due to BOEM's avoidance measures for chemosynthetic communities, the impacts on chemosynthetic communities caused by routine activities associated with an EPA proposed action would be minimal to none.

Potential accidental impacts from an EPA proposed action are expected to cause little damage to the ecological function or biological productivity of chemosynthetic communities. Adverse impacts would be limited by adherence to guidelines in Notice to Lessees and Operators (NTL) 2009-G40. Accidental impacts to deepwater chemosynthetic communities in the Gulf of Mexico are considered negligible because of the application of BOEM's avoidance criteria as described in NTL 2009-G40, because of the patchy distribution of these communities, and because physical interactions between oil and water are not likely to carry oil to the habitats.

Nonchemosynthetic Deepwater Benthic Communities: Due to BOEM's avoidance measures, the impacts on deepwater live-bottom communities caused by routine activities associated with an EPA proposed action would be minimal to none.

Potential accidental impacts from an EPA proposed action are expected to cause little damage to the ecological function or biological productivity of nonchemosynthetic communities. Similar to chemosynthetic communities, accidental impacts to deepwater nonchemosynthetic communities in the Gulf of Mexico are considered negligible because of the application of BOEM's avoidance criteria as described in NTL 2009-G40, because of the patchy distribution of these communities, and because physical interactions between oil and water are not likely to carry oil to the habitats.

Soft Bottom Benthic Communities: Routine activities related to an EPA proposed action would only affect a small portion of the substrate and benthic communities of the Gulf of Mexico. Routine operations may affect soft bottom benthic communities through infrastructure emplacement, turbidity, sedimentation, drilling effluent discharges, and produced-water discharges. These localized impacts generally occur within a few hundred meters of platforms, and the greatest impacts are seen close to the platform. Benthic communities farther from a well would not be impacted by routine oil and gas activities.

Marine Mammals: Routine activities related to an EPA proposed action have the potential to have adverse, but not significant impacts to marine mammal populations in the Gulf of Mexico. Impacts from vessel traffic, structure removals, and seismic activity could negatively impact marine mammals; however, when mitigated as required by BOEM and the National Marine Fisheries Service, these activities are not expected to have long-term impacts on the size and productivity of any marine mammal species or population. Most other routine activities are expected to have negligible effects.

Accidental events related to an EPA proposed action have the potential to have adverse, but not significant impacts to marine mammal populations in the Gulf of Mexico.

Sea Turtles: Most routine OCS energy-related activities such as noise, operational discharges, vessel traffic, and marine debris are expected to have sublethal effects that are not expected to rise to the level of significance.

Accidental blowouts, oil spills, and spill-response activities resulting from a proposed action in the EPA have the potential to impact small to large numbers of sea turtles in the GOM, depending on the magnitude and frequency of accidents, the ability to respond to accidents, the location and date of accidents, and various meteorological and hydrological factors. Impacts on sea turtles from smaller accidental events are likely to affect individual sea turtles in the spill area, but they are unlikely to rise to the level of population effects (or significance) given the size and scope of such spills.

Diamondback Terrapins: The routine activities of an EPA proposed action are unlikely to have significant adverse effects on the size and recovery of any terrapin species or population in the Gulf of Mexico. Most routine, OCS energy-related activities are expected to have sublethal effects, such as behavioral effects, that are not expected to rise to the level of significance to the populations.

Impacts on diamondback terrapins from smaller accidental events are likely to affect individual diamondback terrapins in the spill area, but the impacts are unlikely to rise to the level of population effects (or significance) given the probable size and scope of such spills.

Beach Mice: An impact from the routine activities associated with an EPA proposed action on the Alabama, Choctawhatchee, St. Andrew, Perdido Key, southeastern, and Anastasia Island beach mice is possible but unlikely. An impact may result from consumption of or entanglement in beach trash and debris. Because an EPA proposed action would deposit only a small portion of the total debris that would reach the habitat, the impacts would be expected to be minimal.

A review of the available information shows that impacts on beach mice from accidental impacts associated with an EPA proposed action would be minimal.

Coastal and Marine Birds: The majority of the effects resulting from routine activities of an EPA proposed action on threatened or endangered and nonthreatened or nonendangered coastal and marine birds are expected to be sublethal, e.g., primarily disturbance-related effects. Overall, impacts to avian species from routine activities are expected to be adverse, but not significant.

Overall, impacts to coastal and marine birds associated with accidental events (oil spills regardless of size) in the EPA should be much less than compared with either the CPA or the WPA due to the following forecasts: only a single proposed platform; lower oil-spill probabilities; and a much lower number of predicted oil spills over the life of an EPA proposed action.

Fish Resources and Essential Fish Habitat: Routine activities such as pipeline trenching and OCS discharge of drilling muds and produced water could affect fish resources or essential fish habitat. It is expected that any possible coastal and marine environmental degradation from routine activities associated with an EPA proposed action is expected to cause a nondetectable decrease in fish resources or essential fish habitat.

Accidental events that could impact fish resources and essential fish habitat include blowouts and oil or chemical spills. Because subsurface blowouts, although a highly unlikely occurrence, suspend large amounts of sediment, they have the potential to adversely affect fish resources in the immediate area of the blowout. Also, any accidental event that could affect water quality or sensitive habitats has the potential to affect fish resources.

Commercial Fisheries: The commercial fish and shellfish populations have remained healthy in the Gulf of Mexico in spite of the OCS activities. In recent years, since 2005, the major contributors to the lower fisheries catches in the Gulf of Mexico have been hurricanes, fisheries closures, and freshwater diversions. The expected incremental effect of an EPA proposed action remains small when viewed in light of other historic, ongoing, and reasonably foreseeable future factors impacting commercial fishing, such as fishing pressures, habitat loss, and hurricanes.

Recreational Fishing: There could be minor and short-term, space-use conflicts with recreational fishermen during the initial phases of an EPA proposed action. An EPA proposed action could also lead to low-level environmental degradation of fish habitat, which would also negatively impact recreational fishing activity. However, these minor negative effects would likely be offset by the beneficial role that oil rigs serve as artificial reefs for fish populations. The degree to which oil platforms would become a part of a particular State's Rigs-to-Reefs program would be an important determinant of the degree to which an EPA proposed action would impact recreational fishing activity in the long term.

An oil spill would likely lead to recreational fishing closures in the vicinity of the oil spill. Small-scale spills should not affect recreational fishing to a large degree due to the likely availability of substitute fishing sites in neighboring regions. A large spill such as the one associated with the DWH event may have more noticeable effects due to the larger potential closure regions and due to the wider economic implications such closures may have. However, the longer-term implications of a large oil spill would primarily depend on the extent to which fish ecosystems recover after the spill has been cleaned.

Recreational Resources: Routine OCS actions in the EPA can cause disturbances to recreational resources, particularly beaches, through increased levels of noise, debris, and rig visibility. The OCS activities can also change the composition of local economies through changes in employment, land use, and recreation demand. However, the small scale of an EPA proposed action relative to the scale of the existing oil and gas industry suggests that these potential impacts on recreational resources are likely to be minimal.

Spills most likely to result from an EPA proposed action would be small, of short duration, and not likely to impact Gulf Coast recreational resources. The distance of an EPA proposed action from shore makes it quite unlikely that an oil spill would reach resources that are important for recreational activities. However, should an oil spill occur and contact a beach area or other recreational resource, it would cause some minor disruptions during the impact and cleanup phases of the spill. A catastrophic oil spill could have more noticeable effects on recreational resources.

Archaeological Resources (Historic): Offshore oil and gas activities resulting from an EPA proposed action could impact an archaeological resource because of incomplete knowledge on the location of these sites in the Gulf. The greatest potential impact to an archaeological resource as a result of an EPA proposed action would result from direct contact between an offshore activity (i.e., platform installation, drilling rig emplacement, dredging, pipeline emplacement) and a historic site.

Accidental events producing oil spills may threaten archaeological resources along the Gulf Coast. Should a spill contact an historic archaeological site, damage might include direct impact from oil-spill cleanup equipment, contamination of materials, and/or looting. Previously unrecorded sites could be impacted by oil-spill cleanup operations on beaches and offshore. It is not very likely for an oil spill to occur and contact submerged, coastal or barrier island historic sites as a result of an EPA proposed action. The major effect from an oil-spill impact would be visual contamination of a historic coastal site, such as a historic fort or lighthouse. When oil is spilled in offshore areas, much of the oil volatilizes or is dispersed by currents, so it has a low probability of contacting coastal areas. It is expected that any spill cleanup operations would be considered a Federal action for the purposes of Section 106 of the NHPA and would be conducted in such a way as to cause little or no impacts to historic archaeological resources. Recent research suggests the impact of direct contact of oil on historic properties may be long term and not easily reversible without risking damage to fragile historic materials.

Archaeological Resources (Prehistoric): An EPA proposed action is not expected to result in impacts to prehistoric archaeological sites due to the distance from shore and the depth of the actions that may result from a proposed EPA lease sale.

A major effect from an oil-spill impact would be contamination of a prehistoric coastal site, such as a shell midden, disturbance as a result of cleanup activities, or looting from the location of the site becoming known after an oil spill. Other impacts that remain unknown at this time include the effect that the oiling of archaeological resources would have on the ability to conduct future chemical and observational analysis on the artifact assemblage. Currently, it is unknown to what extent the release of hydrocarbons or of dispersant would impede the analysis that may help interpret and understand archaeological resources.

Land Use and Coastal Infrastructure: The impacts of routine events associated with an EPA proposed action remain somewhat uncertain due to the post-DWH event environment, the effects of the drilling suspension, the changes in Federal requirements for drilling safety, and the current pace of permit approvals. BOEM projects 0-1 new gas processing facilities and 0-1 new pipeline landfalls for an EPA proposed action. Because of the current near zero estimates for a pipeline landfall and gas processing facility construction, the routine activities associated with an EPA proposed action would have little effect on land use.

Accidental events associated with an EPA proposed action would occur at different levels of severity, based in part on the location and size of event. The impact of small-scale oil spills, vessel collisions, and chemical/drilling fluid spills are not likely to last long enough to adversely affect overall land use or coastal infrastructure in the analysis area.

Demographics: An EPA proposed action is projected to minimally affect the demography of the analysis area. Population impacts from an EPA proposed action are projected to be minimal for any economic impact area in the Gulf of Mexico region. The baseline population patterns and distributions are expected to remain virtually unchanged as a result of an EPA proposed action.

Accidental events associated with an EPA proposed action, such as oil or chemical spills, blowouts, and vessel collisions, would likely have minimal effects on the demographic characteristics of the Gulf coastal communities. This is because accidental events typically cause only short-term population movements as individuals seek employment related to the event or have their existing employment displaced during the event. This is particularly true given the low likelihood of spills arising from an EPA proposed action.

Economic Factors: There would be only minor economic changes in the Louisiana, Mississippi, Alabama, and Florida economic impact areas as the result of an EPA proposed action. An EPA proposed action is expected to generate less than a 1 percent increase in employment in any of the economic impact areas. The short-term social and economic consequences for the Gulf coastal region should a spill $\geq 1,000$ bbl occur includes opportunity cost of employment and expenditures that could have gone to production or consumption rather than spill cleanup efforts. Non-market effects such as traffic congestion, strains on public services, shortages of commodities or services, and disruptions to the normal patterns of activities or expectations are also expected to occur in the short term. These negative, short-term social and economic consequences of an oil spill are expected to be modest in terms of projected cleanup expenditures and the number of people employed in cleanup and remediation activities. Negative, long-term economic and social impacts may be more substantial if fishing, shrimping, oystering, and/or tourism were to suffer or were to be perceived as having suffered because of the spill.

Environmental Justice: The effects of an EPA proposed action are expected to be widely distributed and little felt. Impacts related to an EPA proposed action are expected to be economic and to have a limited but positive effect on low-income and minority populations. Given the existing distribution of the current OCS-related infrastructure in relationship to the concentrations of minority and low-income peoples, an EPA proposed action is not expected to have a disproportionate effect on these populations. Routine activities or accidental events associated with an EPA proposed action are not expected to have disproportionate high/adverse environmental or health effects on minority or low-income people.