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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

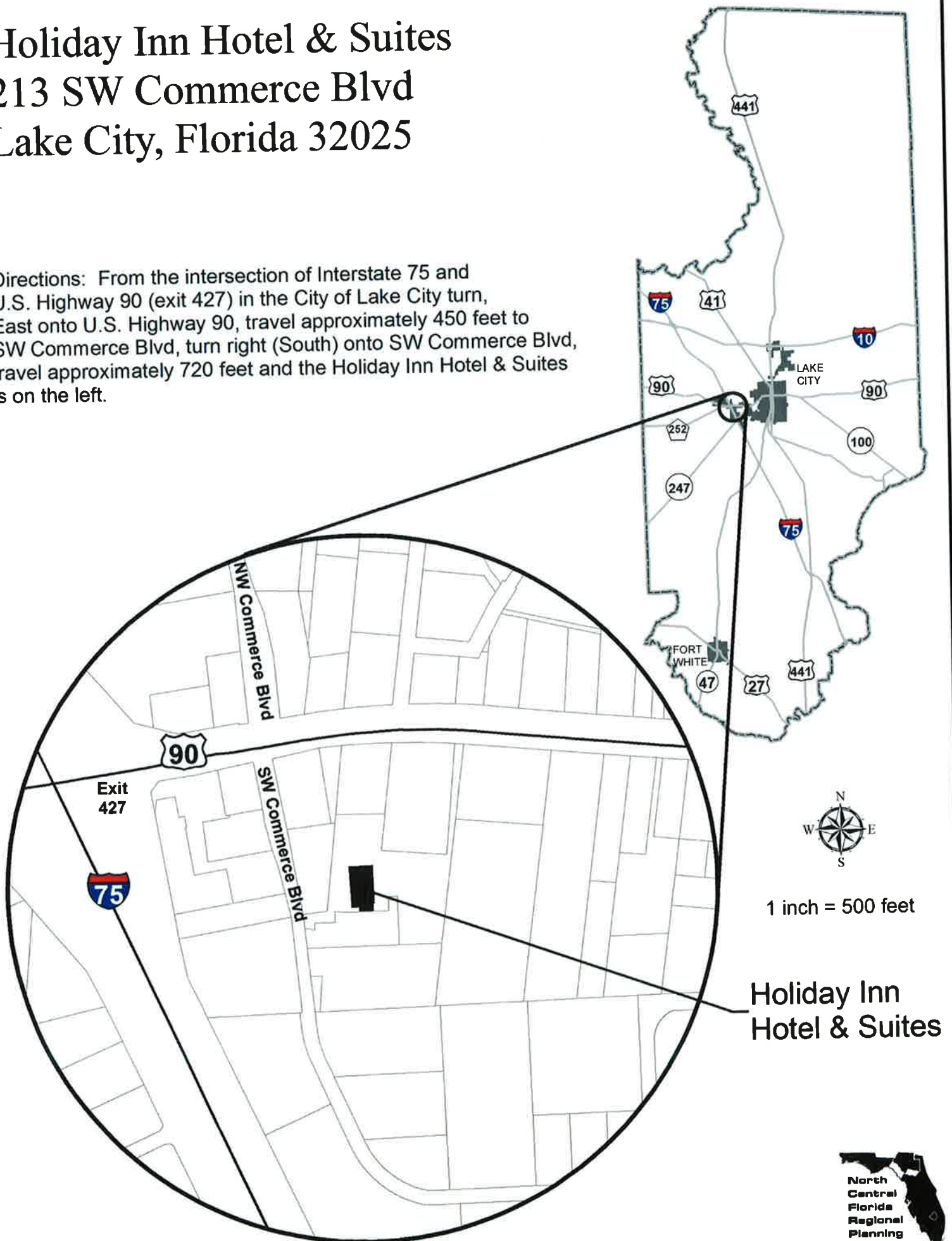
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **February 28, 2013**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(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

February 28, 2013
6:00 p.m.

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

CLEARINGHOUSE COMMITTEE

MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

January 24, 2013
6:00 p.m.

MEMBERS PRESENT

Jim Catron
Donnie Hamlin
James Montgomery
Daniel Riddick
Mike Williams
Stephen Witt

MEMBERS ABSENT

Sandra Haas, Chair
Thomas Hawkins, Vice-Chair
Wesley Wainwright

STAFF PRESENT

Steven Dopp

OTHERS PRESENT

Jordan Green, Florida
Department of Transportation

The meeting came to order at 6:05 p.m. It was agreed by consensus for Mayor Witt to chair the meeting in the absence of the Chair and Vice-Chair.

I. APPROVAL OF JANUARY 9, 2013 MEETING MINUTES

ACTION: It was moved by Commissioner Catron and seconded by Commissioner Hamlin to approve the January 9, 2013 minutes as circulated. The motion carried unanimously.

III. COMMITTEE-LEVEL REVIEW ITEMS

#30 - Suwannee County Comprehensive Plan Draft Amendment (DEO No. 13-1ESR)

Mr. Dopp stated that the staff report finds the County 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. Williams and seconded by Commissioner Catron to approve the staff report as circulated. The motion carried unanimously.

The meeting adjourned at 6:30 p.m.

Sandra Haas, Chair

Date

COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central Fl
Review Date: 2/28/13
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 31
Local Government: Hamilton County
Local Government Item No. County
Ordinance No. 2012-06
State Land Planning Agency Item No: 13-1ESR

Date Mailed to Local Government and State Land Planning Agency: 2/29/13 (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 removes 2,124 acres from the Map A-X (mining areas) and adds 1,155 acres to Map A-X (mining overlay) contained in the County Comprehensive Plan (see attached).

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

Significant adverse impacts to regional resources and facilities are not anticipated as the added mining lands are not located within a Natural Resource or Regional Significance. The subject property is located adjacent to a segment of U.S. Highway 129 (State Road 51) which is identified in the Strategic Regional Policy Plan as part of the Regional Road Network. The local government staff report which accompanies the amendment anticipates minimal traffic increases on this segment of the Regional Road Network as a result of the amendment. Therefore, significant adverse impacts are not anticipated to the Regional Road Network.

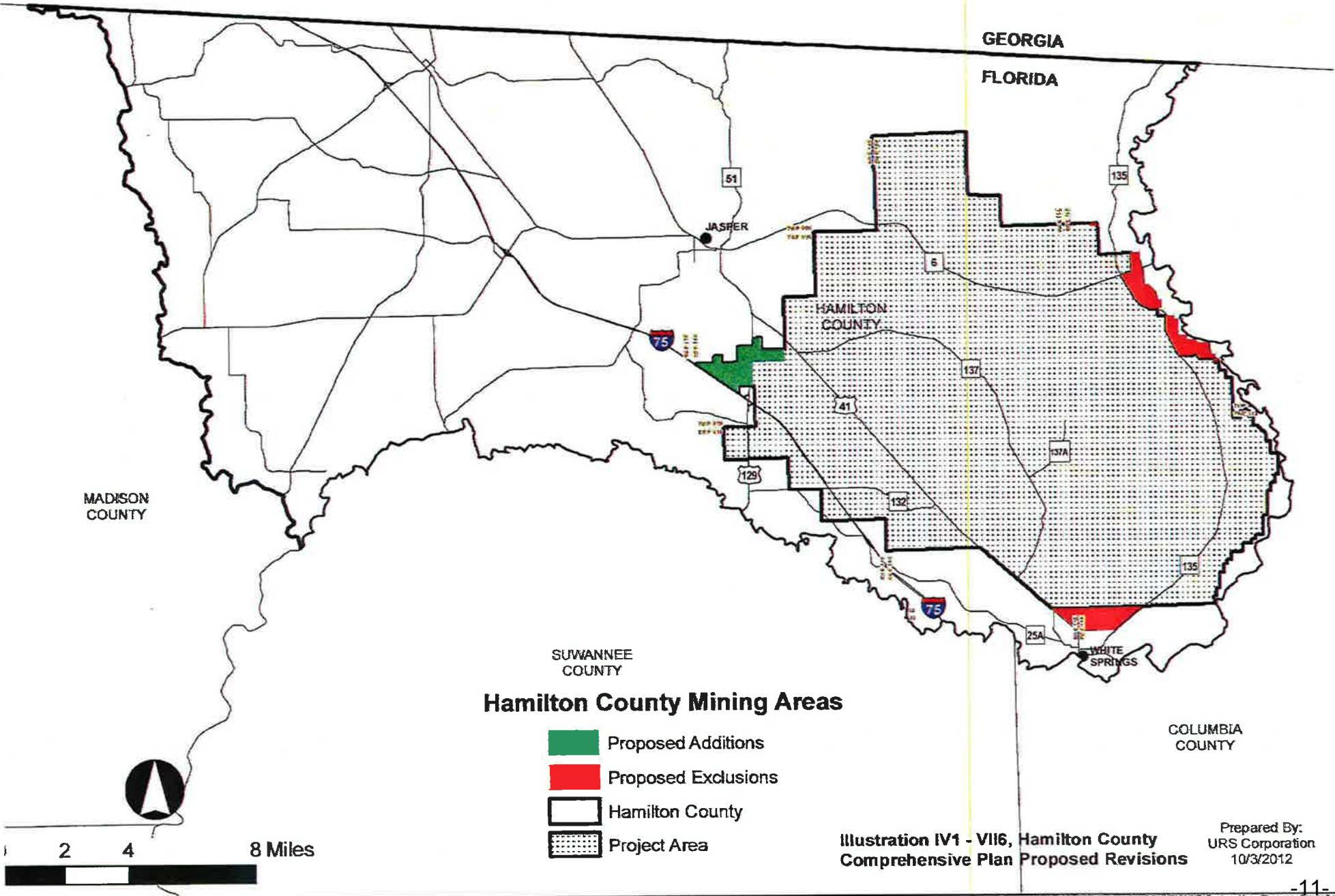
2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

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 County and the Florida Department of Economic Opportunity.



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

Regional Planning Council: North Central FL
Review Date: 2/28/13
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 33
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: 2/29/13 (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).

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.

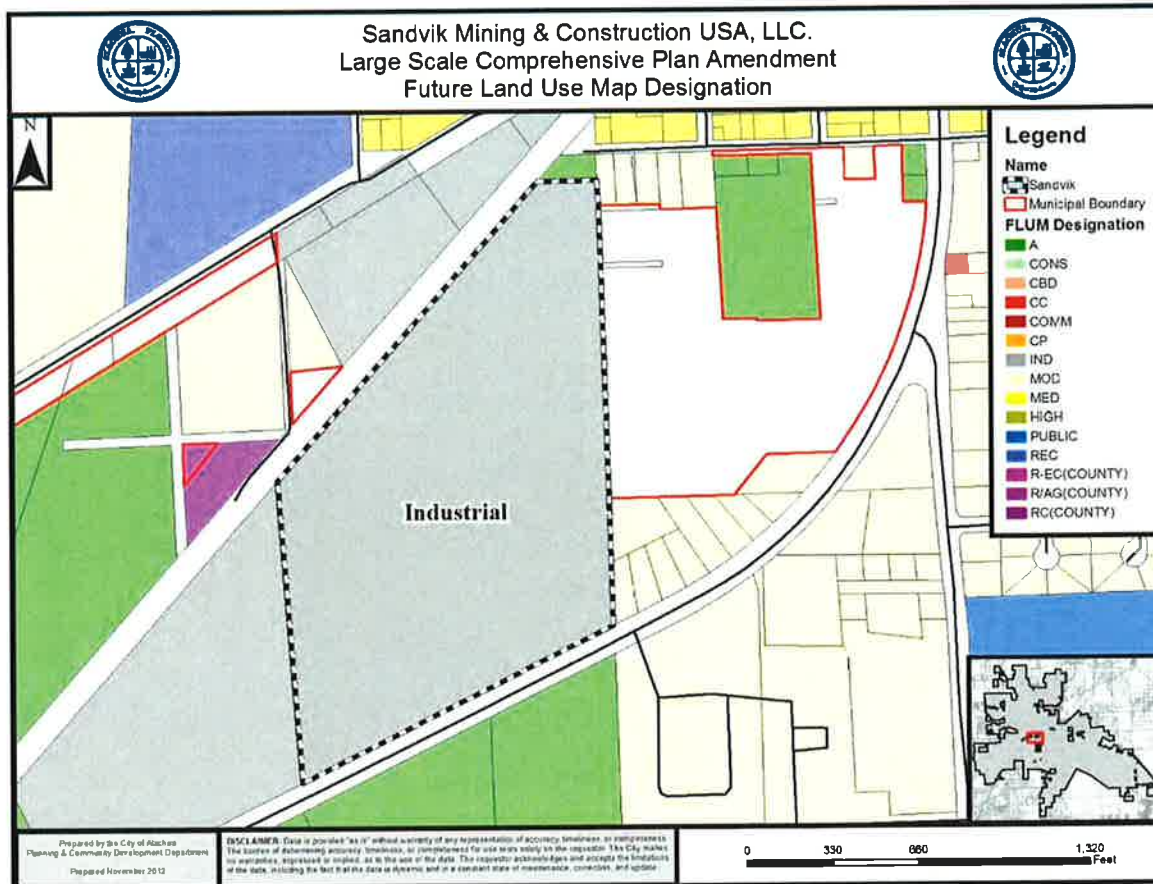
Request a copy of the adopted version of the amendment?

Yes X No

Not Applicable

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

EXHIBIT "B"



EXCERPTS FROM CITY COMPREHENSIVE PLAN

Policy 1.3a: Wastewater effluent may be treated and reused for irrigation and aesthetic water features, consistent with requirements of Chapter 62-610, F.A.C., or subsequent provisions.

Policy 1.3.b: Sludge from wastewater treatment facilities within the City of Alachua shall be disposed of through such means as land application. Surface water runoff from land application shall not violate state water quality standards.

Policy 1.3.c: The City shall pursue an interlocal agreement with Alachua County for the permitting of any private land application of sludge from septic tanks and private wastewater systems. In the event that an interlocal agreement cannot be accomplished, then the City shall adopt its own standards for regulating the land application of sludge from septic tanks and private wastewater systems.

Objective 1.4:

The City shall prevent additional nutrients from entering high aquifer recharge areas by the central sewerage of existing developed areas.

Policy 1.4.a: Within the high aquifer recharge areas, the City shall make it a priority to connect areas densely populated with septic systems to the central sewer system, thereby minimizing the input of nutrients into the groundwater.

Objective 1.5:

The City shall minimize the impact of septic systems within the high aquifer recharge areas.

Policy 1.5.a: The City shall establish a septic system management program to ensure that these systems are inspected at least once every five years and maintained as needed to assure proper treatment. The City shall require existing systems to be inspected and upgraded to meet current standards whenever a property is sold, modified or expanded to accommodate additional residents, or at least every 10 years.

Policy 1.5.b: Septic tanks in high aquifer recharge areas shall be either multi-compartment, multi-tank or aerobic design.

GOAL 2: Solid Waste

The City of Alachua will provide for solid waste disposal service in a sanitary, economic, and environmentally safe manner.

The City shall establish groundwater water quality and quantity protection strategies to protect the quality of water and maintain the quantity of water entering the aquifer.

Policy 5.2.a: In an effort to protect groundwater quality the City shall:

1. Adopt design criteria for stormwater management practices that minimize the leaching or discharge of nutrients.
2. Promote the Florida Yards and Neighborhoods program to educate the public about proper lawn and landscaped area fertilization and irrigation;
3. Incorporate the principles of the Florida Yards and Neighborhoods program into local landscaping ordinances;
4. Adopt water conservation programs; and
5. Educate the public about the proper operation and maintenance of septic tanks. Implement a local septic management program to assure that these systems are regularly inspected, pumped out, or brought up to current standards whenever a parcel is sold.
6. Participate in the Suwannee River Partnership program for the Santa Fe River Basin.

Policy 5.2.b: The City shall require demonstration from engineering results that post-development recharge volumes will equal predevelopment recharge volumes to the Floridan aquifer.

Policy 5.2.c: Applicants for new development, expansions, or redevelopment shall employ one or more of the following techniques to address potential groundwater quality and quantity impacts:

1. Construction and maintenance of shallow, landscaped retention basins
2. Decreasing the amount of stormwater runoff through the use of pervious surfaces or increased open space
3. Development of a stormwater pollution prevention plan
4. Development of a sinkhole remediation plan
5. Development of a groundwater monitoring plan

Policy 5.2.d: Best management practices and performance standards shall be utilized to maximize open space, limit impervious surfaces, to minimize the use of fertilizers on turf grass areas, promote protection of natural vegetation, promote the use of pervious parking areas, and treat stormwater to protect water quality.

- Policy 1.12.j: The City shall institute a formal water conservation program that includes best management practices (BMPs) such as xeriscaping, effluent reuse, and leak detection schedules for all City properties, facilities and infrastructure.
- Policy 1.12.k: The City shall cooperate with the Suwannee River Water Management District (SRWMD), the Florida Department of Environmental Protection (DEP) and the Alachua County Environmental Protection Department, to ensure that City water resource practices are in compliance with all federal, state and local laws and regulations.
- Policy 1.12.l: The City's Public Services department shall review domestic per capita water consumption and prepare a conservation and reduction program proposal with goals and deadlines. The City should consult with the SRWMD and the DEP to determine sustainable consumption values.
- Policy 1.12.m: The City shall maintain an emergency action plan to identify protocol for potable water emergencies. The plan shall identify responsible officials and associated functions, information dissemination techniques and availability of alternative resources.
- Policy 1.12.n: The City shall maintain a wellhead protection program to protect the public water supply. Under the program, new and existing wells will be inspected on a regular schedule, and abandoned wells will be closed and sealed; technical analysis will be used to determine the suitability of wellfield expansion or additions; and modifications and additions will be reviewed by the County and the SRWMD.
- Policy 1.12.o: The City shall prohibit the development or expansion of landfills, wastewater treatment plants, and commercial mining operations, within wellhead protection areas.
- Policy 1.12.p: The City shall coordinate with the SRWMD to review plans for new stormwater retention and detention basins, and to monitor existing basins.
- Policy 1.12.q: The City may utilize FGS FAVA maps to identify areas requiring additional monitoring and/or regulation in order to protect the City's ground water resources.
- Policy 1.12.r: The City shall protect groundwater resources by minimizing impervious surface requirements for new development and by providing incentives to developers for utilizing environmentally beneficial techniques and materials, such as pervious materials for parking lots, water reclamation practices, and high filtration landscape design. The incentives can be incorporated into the City's Green Building Program, and should be based on best management practices for water resources protection

recommended by the FDEP, Florida Department of Agriculture and Consumer Services, and Florida Department of Community Affairs.

Policy 1.12.s: The City shall work with the Alachua County Extension Service to create a sustainable landscaping and yard care program for development within the City. The objective of the program would be to create site elevation, soil, fertilization, irrigation, integrated pest management, stormwater runoff management and plant selection guidelines and best management practices for development within the City. The program would provide continued guidance for long-term yard care, supporting homeowners as they maintain their individual yards. The City shall provide educational materials to the public regarding landscaping requirements and recommendations. The Extension Service would provide additional, individual assistance to developers for the design of environmentally sensitive landscaping that meets the City's green building standards

Policy 1.12.t: The City shall investigate the feasibility of creating a utility billing system that encourages reduced consumption. The system should provide incentives for low usage and might be based on either of the following water conservation rate structures: increasing block rates, where as water use increases, the cost to the user increases in two or more steps; or seasonal pricing, where the rate is higher during the season of peak demand.

Policy 1.12.u: The City shall, by January 2005, adopt an official water conservation policy to prevent drought related water shortages. These procedures will be consistent with applicable SRWMD policy, and will specify the City's role in water conservation and drought management. Prior to establishment of this policy, the City shall use "Waterwise Florida Landscapes: Landscaping to Promote Water Conservation Using the Principles of Xeriscape™" from Florida's water management districts.

GOAL 2: Human Interactions and Impacts

To provide for positive interaction between residents and natural resources, while minimizing negative impacts to the environment.

OBJECTIVE 2.1: The City shall conserve natural resources by educating the public about the impacts of humans on natural resources and the benefits of employing conservation and stewardship practices.

Policy 2.1.a: The City shall partner with the Alachua County School Board, Alachua County Environment Protection Department, Florida Department of Environmental Protection (DEP), Suwannee River Water Management District, University of Florida Institute of Food and Agricultural Services, Santa Fe Community College and other

**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;

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



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;



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.

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

Regional Planning Council: North Central Fl
Review Date: 2/28/13
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 34
Local Government: Taylor County
Local Government Item No. CPA 12-01
State Land Planning Agency Item No: 13-1ESR

Date Mailed to Local Government and State Land Planning Agency: 2/29/13 (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:

Amends Goal I of the Future Land Use Element to add the phrase, "the county shall";

by deleting Policy I.1.3 and Policy I.1.10 of the Future Land Use Element, renumbering subsequent policies sequentially;

by amending the newly renumbered Policy I.1.4 to allow depiction of commercial, residential and industrial land uses on the Future Land Use Map to be based on real estate markets rather than projected future populations;

by amending Policy I.3.2 of the Future Land Use Element to include other water oriented commercial uses as allowed uses in the Sweetwater Resort Community land use category and delete the requirement that marinas obtain a Comprehensive Plan amendment to modify the development area subarea description (Subsection 2.a), master plan (Figure 4), and density/intensity development program (Subsection 3.b); by adding Policy I.3.6 to the Future Land Use Element to allow the transfer of development rights using sending and receiving areas as part of a Future Land Use Map amendment;

by amending Policy 16.3 of the Future Land Use Element to change the lot acreage standard from 5 acres to 10 acres for the lot length to width ratio of three-to-one;

by amending Policy I.6.5 of the Future Land Use Element to delete Figure 1;

by amending Policy I.18.2 of the Future Land Use Element to add the requirement for a Comprehensive Plan amendment for density transfer;

by amending Policy I.18.9 of the Future Land Use Element to reflect the changed name of the Department of Community Affairs to the Department of Economic Opportunity;

by amending Table I-2 of the Future Land Use Element to change the allowable square footage for Maximum Industrial/Warehousing, SF (2) in Area 11 from 600,000 to 2,000,000 square feet, in Area 12 from 1,000,000 to 2,000,000 square feet and in Area 18 from 3,000,000 to 5,600,000 square feet, in Area 12 from 1,000,000 to 2,000,000 square feet and in Area 18 from 3,000,000 to 5,600,000 square feet;

by amending Policy IV.2.4 of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element to allow package wastewater facilities on an interim basis when centralized sanitary sewer is not available within the Sweetwater Resort Community, Coastal Villages, Costal Village Centers and Suburban Villages and Regional Employment Centers;

by amending Policy IV.2.6 of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element to allow package facilities on an interim basis when centralized potable water and wastewater systems are not available within urban Planning Areas;

by amending Policy IV.5.2 of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element to specify that residential densities in excess of two dwelling units per acre but less than four dwelling units per acre must be located within areas served by centralized potable water systems, and residential densities in excess of four dwelling units per acre must be located within areas served by centralized potable water and centralized sanitary sewer systems to add the statement, "except as otherwise provided in the Comprehensive Plan;"

by amending Policy V.2.4 of the Conservation Element of the Comprehensive Plan to change the 35-foot natural buffer around all wetlands to a 25-foot buffer; by amending Policy V.4.1 of the Conservation Element of the Comprehensive Plan to change the 35-foot natural buffer around all wetlands to a 25-foot buffer;

by amending Goal VIII, Objective VIII.1, Policy VIII.4.1 and the Implementation Long Term List of Improvements to the Capital Improvements Element to remove the financially feasible reference; and

by amending the Concurrency Management System of the Capital Improvements Element to state that the county opts out of the parks and recreational facility concurrency and the transportation concurrency requirements; and by amending the Concurrency Determination Procedures of the Capital Improvement Element to delete references to parks and recreational facility concurrency and transportation concurrency (see attached).

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

The following wetlands and surfacewaters identified and mapped in the North Central Florida Strategic Regional Policy Plan as Natural Resources of Regional Significance are located within the County: Big Bend Salt Marsh, Coastal Freshwater Wetlands, Aucilla River and Aucilla River Sinks, Econfinia River, Fenholloway River, Steinhatchee River, Spring Warrior Swamp, San Pedro Bay and Mallory Swamp.

The amendment reduces the minimum required vegetative buffer from wetlands from 35 feet to 25 feet. While the regional plan does not contain a quantitative minimum setback, it includes Policy 4.2.4, which states, "Minimize the impacts of development activities which occur within and/or adjacent to the coastal wetlands." Regional Policy 4.2.12 states, "Ensure that local government comprehensive plans, developments of regional impact, and requests for federal and state funds for development activities reviewed by the Council include adequate provisions for the protection of the Big Bend Salt Marsh and the Big Bend Seagrass Beds." Additionally, Regional Goal 4.7 states, "Maintain the quantity and quality

of the region's surface water systems in recognition of their importance to the continued growth and development of the region.

The County contains the following roads which are identified in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network: U.S. Highway 19, U.S. Highway 27, U.S. Highway 27A, U.S. Highway 98, and U.S. Highway 221. In accordance with Section 163.3180, Florida Statutes, the County is eliminating transportation concurrency requirements from its local government comprehensive plan.

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 (see attached). 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. As the County grows, adverse impacts may occur at some point in the future to the Regional Road Network should development in the County reach levels which cause these roads to operate below the minimum level of service planning standards contained in the regional plan.

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, urban development areas and rural areas where the local government comprehensive plan does not implement Transportation Best Practices.

It is recommended that the County incorporate 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

Local governments adjoining the County include the City of Perry, Madison County, Lafayette County and Dixie County. All of these local government comprehensive plans contain minimum level of service standards for roads. As development occurs in the County, adverse impacts may occur at some point in the future to the both regional and local roads located in these adjacent jurisdictions which may cause such roads to operate below the minimum level of service planning standards contained in their respective local government comprehensive plans.

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 County and the Florida Department of Economic Opportunity.

EXCERPTS FROM COUNTY COMPREHENSIVE PLAN AMENDMENT

Words bolded and underlined are added
Words struck through are deleted

FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

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

OBJECTIVES AND POLICIES FOR MIXED USE URBAN DEVELOPMENT AREAS

Urban development areas are those areas shown on the County's Future Land Use Plan Map.

These areas are not urban services areas for public facilities, but are areas to which higher density agricultural, residential (single family, multi-family, and mobile homes) and commercial and industrial uses are to be directed so that at such time as public facilities may be provided, they can be done so in an efficient and economical manner.

OBJECTIVE I.1 The County shall continue to direct future population growth and associated urban development to urban development areas through the establishment of such urban development areas within this Comprehensive Plan.

Policy I.1.1 The County shall limit the location of higher density residential and high intensity commercial and industrial uses to arterial or collector roads identified on the County Future Traffic Circulation Map where public or private facilities are available or are an integral part of a development proposal to support such higher density or intensity

Policy I.1.1.b The County shall seek an interlocal agreement with the City which would provide for expansion of the City's water and sewer systems into the County's Urban Development Area, as economically feasible. Particular emphasis shall be placed on the provision of sewer services to a proposed June 2010 I-5 industrial park at the Perry-Foley airport. In the absence of such an agreement, the County shall review proposed water and sewer system extensions by the City on a case by case basis, including, for example, review of right-of-way needs.

Policy I.1.2 The County's land development regulations shall be based on and be consistent with the following standards for residential densities:

- A. No public water or sewer system is required.
Residential low density of less than or equal to 2.0 dwelling units per acre;
- B. Either a public water or sewer system is required.
Residential medium density of greater than 2.0 dwelling units per acre, but less than or equal to 4.0 dwelling units per acre;
- C. Both public water and sewer systems are required.
Residential medium-high density of greater than 4.0 dwelling units per acre, but less than or equal to 8.0 dwelling units per acre; and
- D. Both public water and sewer systems are required.
Residential high density of greater than 8.0 dwelling units per acre, but less than or equal to 20.0 dwelling units per acre.

Within the Steinhatchee Area, residential density within those areas served by

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both public water and sewer systems shall not exceed 12 dwelling units per acre. In addition, the building height within the Steinhatchee Area shall not exceed 32 feet.

The Steinhatchee Area is described, as follows: Commence at the point of intersection of the North June 2010 I-6 boundary line of McCain Tower Road and the West boundary line of State Road 51, located in Section 18, Township 9 South, Range 10 East, Taylor County, Florida; thence run East to the West boundary line of the Steinhatchee River for a Point of Beginning; thence run West to the point of intersection of the West boundary line of State Road 51 and the North boundary line of McCain Tower Road; continue West along said North boundary line of McCain Tower Road through Section 18, Township 9 South, Range 10 East and Sections 13, 14 and 15, Township 9 South, Range 9 East to the intersection of County Road 361 (Beach Road); continue West across County Road 361 and through Sections 15 and 16, Township 9 South, Range 9 East to the half section line of Section 16, Township 9 South, Range 9 East; thence run South through Sections 16 and 21, Township 9 South, Range 9 East to the Gulf of Mexico; thence run Southerly, Easterly and Northerly along the shore line of the Gulf of Mexico and the Northwesterly boundary of the Steinhatchee River back to the Point of Beginning.

Policy I.1.3 ~~The County shall designate land uses for residential, commercial, industrial, public and recreation to meet the needs of the existing and projected future populations.~~

Policy I.1.43 The County shall base the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan Map upon acreage **necessary to allow the operation of real estate markets to provide adequate choices.** ~~which can be reasonably expected to develop by the year 2035 based upon: (1) best available population data; and (2) best available housing need data.~~

Policy I.1.54 The County shall prior to action on a site and development plan, provide specific standards which may include, but may not be limited to, screens and buffers to preserve internal and external harmony and compatibility with uses inside and outside the proposed development to minimize the impact of proposed development adjacent to agricultural or forested areas, or environmentally sensitive areas (including but not limited to wetlands and floodplain areas).

Policy I.1.65 The County shall regulate future urban development within designated urban development areas in conformance with the land topography and soil conditions, and within areas which are or will be served by public facilities and services to established Level of Service Standards.

Policy I.1.76 The County shall permit neighborhood commercial districts to be located within those areas designated on the Future Land Use Plan Map as Urban Development Areas to provide small scale retail and service establishments, each not to exceed 5,000 square feet in floor space, which will serve the convenience needs of residential neighborhoods.

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- Policy I.1.~~87~~ The County shall examine the Perry-Foley Airport industrial sites and prepare a special study area plan for industrial, commercial, airport and aviation related uses. The Comprehensive Plan shall be amended accordingly when such plan is adopted by the County.
- Policy I.1.~~98~~ If property has been determined by the State of Florida, through final agency action, to be sovereign lands, density may not be transferred from those sovereign submerged lands for the purpose of private development.
- ~~Policy I.1.10~~ **With the assistance of the State of Florida, Department of Community Affairs, the County will conduct a comprehensive planning analysis for the coastal high hazard area. This analysis shall be completed by February 2010 and shall address patterns of existing development, the need for future development, protection of natural resources, provision of public facilities, and hurricane evacuation and sheltering. By February 2012, the County shall address the problems and opportunities identified in the planning analysis and will consider proposed amendments to its Comprehensive Plan pursuant to Florida law. As a part of the comprehensive planning analysis and comprehensive plan amendment process, the County will emphasize public participation and community collaboration.**
- Policy I.1.~~119~~ The 14.00 acre parcel, lying in Section 12, Township 8 South, Range 7 East, Taylor County, Florida, being more particularly described, as follows, commence at the Northwest corner of Government Lot Number 4 of said Section 12; thence South 690.00 feet to a point; thence East 1,050.00 feet to the Point of Beginning; thence South 64°31'16" West 163.37 feet; thence South 79°14'00" West 41.94 feet; thence South 54°23'05" West 334.05 feet; thence South 35°31'34" West 159.17 feet; thence South 27°29'40" East 60.54 feet; thence South 27°13'52" East 147.90 feet; thence South 57°58'42" East 38.02 feet; thence South 36°42'44" East 84.34 feet; thence South 32°04'06" East 99.29 feet; thence South 75°25'52" East 43.61 feet; thence North 89°37'42" East 99.74 feet; thence South 89°29'08" East 106.09 feet; thence North 82°34'36" East 143.06 feet; thence North 55°25'22" East 472.91 feet; thence North 22°22'06" East 217.46 feet; thence North 01°22'11" West 35.79 feet to the right-of-way line of Fish Creek Highway; thence continue, along the right-of-way line of said Fish Creek Highway, North 19°12'45" West 225.00 feet to the Point of curvature of a 1,096.28 foot radius curve to the left; thence, along the arc of the right-of-way curve through a chord bearing and distance of North 20°10'07" West, 36.58 feet; thence West, 453.46 feet to the Point of Beginning, changed from Agriculture/Rural Residential to Mixed Use-Urban Development shall be subject to the following condition. Until such time as centralized sanitary sewer service is provided to said parcel, the maximum allowable density shall be 4 units per acre. Upon centralized sanitary sewer service being made available to said parcel, a maximum of 10 dwelling units per acre shall be permissible on said parcel.
- Policy I.1.~~1210~~ The 3.36 acre parcel, lying in Section 12, Township 8 South, Range 7 East, Taylor County, Florida, being more particularly described, as follows, commence at the Northwest corner of Government Lot 4 of said Section 12; thence 00°11'52" East 507.97 feet to; thence North 86°58'18" West 474.31 feet to the Point of Beginning; thence, along the Gulf of Mexico through the following chord bearings and distances, South 55°22'10" West 34.59 feet; thence South 83°03'46" West 61.89 feet; thence South 83°50'25" West 45.97 feet; thence South 77°24'31" West 42.44 feet; thence South 66°54'55" West 41.14 feet; thence South 77°30'32" West 33.85

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feet; thence South 80°52'31" West 45.56 feet; thence South 81°13'59" West 46.72 feet; thence South 89°39'57" West 45.29 feet; thence North 81°48'08" West 46.49 feet; thence North 82°59'11" West 41.95 feet; thence South 89°51'31" West 46.02 feet; thence North 89°44'44" West 47.05 feet; thence North 86°57'15" West 46.20 feet; thence North 78°04'33" West 45.33 feet; thence North 76°03'50" West 48.77 feet; thence North 79°53'20" West 49.28 feet; thence North 80°10'19" West 46.96 feet; thence North 71°40'13" West 65.98 feet; thence North 49°41'01" West 20.17 feet; thence North 62°03'06" West 31.01 feet; thence North 60°25'44" West 44.40 feet; thence North 64°37'16" West 42.58 feet; thence North 43°46'38" West 21.62 feet; thence North 61°37'45" West 46.11 feet; thence North 60°14'39" West 35.34 feet; thence North 44°11'09" West 42.52 feet; thence North 41°31'21" West 52.89 feet; thence North 32°06'55" West 42.01 feet; thence North 22°39'31" West 27.85 feet; thence North 14°14'42" East 74.89 feet to the waters edge of a canal; thence, along said waters edge through the following chord bearings and distances, South 74°51'34" East 79.03 feet; thence South 50°25'37" East 50.57 feet; thence South 52°40'45" East 33.03 feet; thence South 59°08'08" East 50.91 feet; thence South 51°28'37" East 53.27 feet; thence South 61°50'24" East 63.57 feet; thence South 74°18'03" East 88.48 feet; thence South 75°29'30" East 100.37 feet; thence South 71°12'45" East 106.52 feet; thence South 70°11'56" East 86.61 feet; thence South 73°41'55" East 78.15 feet; thence South 76°55'52" East, 59.27 feet; thence North 88°31'05" East 76.85 feet; thence North 81°21'19" East 88.21 feet; thence North 72°50'53" East 210.68 feet; thence leaving said water, South 00°00'00" East 87.34 feet to the Point of Beginning, changed from Agriculture-2 and Conservation to Mixed Use-Urban Development shall be subject to the following condition. Until such time as centralized sanitary sewer service is provided to said parcel, the maximum allowable density shall be 4 units per acre. Upon centralized sanitary sewer service being made available to said parcel, a maximum of 10 dwelling units per acre shall be permissible on said parcel.

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OBJECTIVES AND POLICIES

FOR BOTH URBAN DEVELOPMENT AREAS AND RURAL AREAS

- OBJECTIVE I.3 The County shall continue to maintain land development regulations to implement the Comprehensive Plan.
- Policy I.3.1 The County's land development regulations shall continue to contain specific and detailed provisions to manage future growth and development to implement the Comprehensive Plan which shall contain at a minimum the following provisions to:
- (a) Regulate the subdivision of land;
 - (b) Regulate the use of land and water consistent with this Element and ensure the compatibility of adjacent land uses and provide for open space;
 - (c) Protect environmentally sensitive lands identified within the Conservation Element;
 - (d) Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
 - (e) Protect potable water wellfields and aquifer recharge areas;
 - (f) Regulate signage;
 - (g) Ensure safe and convenient onsite traffic flow and vehicle parking space; and
 - (h) Provide that development orders and permits shall not be issued which result in a reduction of the level of service standards adopted in this Comprehensive Plan.
- Policy I.3.2 The County shall maintain the rural character of rural areas by limiting development activity to those areas whose intensities are characteristic of and compatible with rural areas. Land use definitions specifying densities and intensities of residential and nonresidential uses in rural and urban development areas will be specified by policy and are as follows:
- Agriculture 1
- Areas now used and appropriate for continued use primarily in very large-scale agricultural activities, primarily timber-producing lands. Agricultural uses may include, but are not limited to, crop production, pasture lands, silviculture, orchards and groves and forestry. Dwellings and associated accessory farm buildings are allowable. New residential development is allowable, not to exceed one unit per twenty acres; however, transfer of property to members of the principal owner's immediate family is allowable without regard to the density limitations, provided that all other applicable requirements are met during development. Density is calculated on a gross basis. In order to preserve the working landscape, residential units could be clustered on one portion of the property (minimum lot size one (1) acre), leaving the balance of the property to continue to operate as a working farm. Cluster development is allowed subject to the requirements set forth in the objectives and policies of the comprehensive plan and provided that the maximum gross density is not exceeded. The open space ratio shall be 75%. Public uses may be allowed, subject to appropriate land development regulations to ensure compatibility and harmony of scale and character. Intensity, as measured by land coverage, shall not exceed 25%.

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Agriculture 2

Areas now used and appropriate for continued use primarily in medium to large-scale agricultural activities. This includes areas appropriate for a variety of agricultural uses, including but not limited to crop land, pasture land, orchards and groves, or forestry. Dwellings and associated accessory farm buildings are allowable. Density for residential use shall not exceed 1 unit per 10 acres, except the transfer of property to members of the principal owner's immediate family is allowable without regard to the density limitation, provided that all other applicable requirements are met. Density is calculated on a gross basis. In order to preserve the working landscape, residential units could be clustered on one portion of the property, leaving the balance of the property to continue to operate as a working farm. Cluster development is allowed subject to the requirements set forth in the objectives and policies of the comprehensive plan and provided that the maximum gross density is not exceeded. The open space ratio shall be 75%. Very limited neighborhood commercial or public use may be allowed, subject to appropriate land development regulations to ensure compatibility and harmony of scale and character. Intensity, as measured by land coverage, shall not exceed 25%. Rural neighborhoods are allowed to continue and infill within such areas is allowed. These neighborhoods are usually found at a rural crossroads and typically include at least two of the following elements within a one-half mile radius: a cluster of ten or more homes, a church, a cemetery, an old schoolhouse, and/or a general store.

Agricultural/Rural Residential

Areas now used and appropriate for continued use primarily in small to medium-scale agricultural activities. This includes areas appropriate for a variety of agricultural uses, including but not limited to crop land, pasture land, orchards and groves, or forestry. Dwellings and associated accessory farm buildings are allowable. Density for residential use shall not exceed 1 unit per 5 acres, except the transfer of property to members of the principal owner's immediate family is allowable without regard to the density limitation, provided that all other applicable requirements are met. Density is calculated on a gross basis. In order to preserve the working landscape, residential units could be clustered on one portion of the property, leaving the balance of the property to continue to operate as a working farm. Cluster development is allowed subject to the requirements set forth in the objectives and policies of the comprehensive plan and provided that the maximum gross density is not exceeded. The open space ratio shall be 60%. Very limited neighborhood commercial or public use may be allowed, subject to appropriate land development regulations to ensure compatibility and harmony of scale and character. Intensity, as measured by land coverage, shall not exceed 40%. Rural neighborhoods are allowed to continue and infill within such areas is allowed. These neighborhoods are usually found at a rural crossroads and typically include at least two of the following elements within a one-half mile radius: a cluster of ten or more homes, a church, a cemetery, an old schoolhouse, and/or a general store.

Conservation

Area with extremely limited development potential due to environmental sensitivity, publicly owned natural reservations, or other lands identified for such

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protective treatment. Limited use for passive recreation is appropriate, only as may be consistent with protection of the area; existing silviculture is also allowable subject to Best Management Practices. Residential use may be allowable not to exceed one unit per 40 acres.

Mixed Use: Rural Residential

The rural residential classification is intended for rural areas which are undergoing transition from primarily agricultural to a mixed use and eventually will be predominantly residential; associated business activity is also appropriate. Residential uses will account for approximately 75% of the total land use in these areas, while the remaining land use may consist of a mix of commercial, small-scale industrial and public uses. To ensure a compatible mix of uses, landscaped buffer areas will be required between residential and non-residential uses. The land development regulations will also have standards for building placement. Density ranges up to 1 unit per 2 acres. The intensity, as measured by land coverage, shall not exceed 50 percent for all uses. In addition, public, charter, and private elementary and middle schools are permitted within the mixed use rural residential land use classification.

Mixed Use: Urban Development Residential Medium-High Density

This land use category is intended for a mix of residential and business uses generally adjacent to existing and urbanizing areas. It is designed to accommodate the needs of residents in the unincorporated area and the areas adjacent to incorporated municipalities. This is a more intense mixed use category than the rural residential classification, allowing more business use and somewhat higher to medium density residential development. To ensure the compatibility of land uses, the land development regulations will include standards for land coverage, building placement and landscaped buffers. Densities up to 2 units per acre are allowable. If either or both central water and sewer are provided units may be clustered for greater density on a parcel, but shall not exceed gross density of 8 units per acre. Public uses are also permissible. The intensity of development, as measured by impervious surface ratio, shall not exceed 60 percent for all uses. In addition, public, charter and private elementary, middle and high schools are permitted within this land use classification.

Mixed Use Medium-High Density is a land use classification intended for a mix of moderate density residential, recreational, public and commercial uses as a unified development. Lands classified as Mixed Use consist of areas used for a mix of residential, recreational, public and commercial uses subject to the following:

- (a) Residential land uses shall comprise a minimum of 50 percent and not exceed 75 percent of the gross acreage. Residential units may be clustered for greater density on a parcel, but not to exceed the gross allowable density for the land use classification of the parcel.
- (b) Commercial land uses shall comprise a minimum of 10 percent and not exceed 25 percent of the gross acreage. Commercial uses shall be clustered within nodes or centers and not more than 25 percent of the frontage of arterial roadway shall be used for commercial use. The commercial nodes shall be interconnected with other land uses to minimize the need to use external roads to access the commercial uses. Access to roadways classified within this Comprehensive Plan as arterial roadways

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- shall be minimized to prevent a strip development pattern, unless frontage roads are utilized;
- (c) Recreation land uses shall comprise a minimum of 5 percent and not exceed 15 percent of the gross acreage of the development. The recreational uses shall provide either resource based or activity based recreation facilities for the residents of the development, but may also provide such activities to other residents of the County at large;
 - (d) Public and institutional land uses may comprise up to 25 percent of the total acreage. Locations for public uses such as U.S. Post Offices, government buildings and schools, as well as institutional uses, such as houses of worship and civic organizations are encouraged, but not required. Public and institutional land uses shall be located within or adjacent to a commercial node, if possible;
 - (e) All development within the Mixed Use classification shall be required to connect to a central potable water system when available. When a sanitary sewer system with adequate capacity is available to the development (available is defined as within one-quarter of a mile of the development) all residential, commercial, recreational and public buildings shall connect to both water and sanitary sewer systems. If, within the designated mixed use urban development area of the coastal high hazard area central sewer is not available conventional septic tank systems shall not be permitted and only performance based septic systems that can produce a treatment standard of 10 milligrams per liter of nitrogen or less shall be installed. This shall be limited to new construction or replacement of a failed septic tank system.

Mixed Use: Urban Development

This land use category is intended for a mix of residential and business uses generally adjacent to existing urbanized areas. It is designed to accommodate the needs of residents in the unincorporated area and the adjacent incorporated municipalities. This is a more intense mixed use category than the rural residential classification, allowing more business use and somewhat higher density residential development. To ensure the compatibility of land uses, the land development regulations will include standards for land coverage, building placement and landscaped buffers. Densities up to 2 units per acre are allowable. If either or both central water and sewer are provided units may be clustered for greater density on a parcel, but shall not exceed gross density as outlined in the Future Land Use element of this Comprehensive Plan. Public uses are also permissible. The intensity of development, as measured by land coverage, shall not exceed 60 percent for all uses. In addition, public, charter and private elementary, middle and high schools are permitted within the mixed use: urban development land use classification.

Mixed Use (Urban Development) is a land use classification intended for a mix of moderate density residential, recreational, public and commercial uses as a unified development. Lands classified as Mixed Use consist of areas used for a mix of residential, recreational, public and commercial uses subject to the following:

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- (a) Residential land uses shall comprise a minimum of 50 percent and not exceed 75 percent of the gross acreage. Residential units may be clustered for greater density on a parcel, but not to exceed the gross allowable density for the land use classification of the parcel.
- (b) Commercial land uses shall comprise a minimum of 10 percent and not exceed 25 percent of the gross acreage. Commercial uses shall be clustered within nodes or centers and not more than 25 percent of the frontage of arterial roadway shall be used for commercial use. The commercial nodes shall be interconnected with other land uses to minimize the need to use external roads to access the commercial uses. Access to roadways classified within this Comprehensive Plan as arterial roadways shall be minimized to prevent a strip development pattern, unless frontage roads are utilized;
- (c) Recreation land uses shall comprise a minimum of 5 percent and not exceed 15 percent of the gross acreage of the development. The recreational uses shall provide either resource based or activity based recreation facilities for the residents of the development, but may also provide such activities to other residents of the County at large;
- (d) Public and institutional land uses may comprise up to 25 percent of the total acreage. Locations for public uses such as U.S. Post Offices, government buildings and schools, as well as institutional uses, such as houses of worship and civic organizations are encouraged, but not required. Public and institutional land uses shall be located within or adjacent to a commercial node, if possible;
- (e) All development within the Mixed Use classification shall be required to connect to a central potable water system when available. When a sanitary sewer system with adequate capacity is available to the development (available is defined as within one-quarter of a mile of the development) all residential, commercial, recreational and public buildings shall connect to both water and sanitary sewer systems. If, within the designated mixed use urban development area of the coastal high hazard area central sewer is not available conventional septic tank systems shall not be permitted and only performance based septic systems that can produce a treatment standard of 10 milligrams per liter of nitrogen or less shall be installed. This shall be limited to new construction or replacement of a failed septic tank system.

Water Oriented Commercial

This land use category is primarily designed for commercial uses related to water oriented activities including, but not limited to, tourism-oriented hotels and motels, restaurants, recreational vehicle parks, boat ramps, bait and tackle shops, campgrounds, and marine-related specialty retail shops. Docking space, accessory to a permitted use and limited to transient use except for the owner, employee, lessee, custodian or watchman living in a permitted accessory dwelling unit as described below, may be permitted by special exception subject to approval of all applicable outside agency permits by all such agencies. One dwelling unit for use by either the owner, an employee, lessee, custodian, or watchman (including immediate family) may be permitted as an accessory use as

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part of an approved site plan where such dwelling unit is located on the same lot or parcel. Public uses are also permissible. The intensity of non-residential development, as measured by land coverage, shall not exceed 50 percent. Where an accessory use for a single residential unit has been approved pursuant to the above limitations, the land coverage shall not exceed 60 percent.

Industrial

This category of land use is intended for industry such as wood product processing, warehousing, storage, manufacturing, airport and aviation related uses, as well as public, charter and private schools teaching industrial arts curriculum. Limited commercial uses are also permissible consistent with the industrial character of the area. One dwelling unit for use by either the owner, an employee, lessee, custodian, or watchman (including immediate family) may be permitted as an accessory use as part of an approved site plan where such dwelling unit is located on the same lot or parcel. Public uses are also permissible. The intensity of non-residential development, as measured by land coverage, shall not exceed 75 percent. Where an accessory use for a single residential unit has been approved pursuant to the above limitations, the land coverage shall not exceed 80 percent. The floor area ratio (FAR) shall not exceed .25.

Public

This land use category provides for educational uses, recreation uses, conservation and public facilities. Uses in this category include only institutional, recreation, conservation and public service/utility. Intensity, as measured by land coverage shall not exceed 50 percent for institutional uses, and 25 percent for all other allowed uses. The floor area ratio (FAR) shall not exceed .25.

Aviation Related Commercial

Permissible uses in this land use category are limited to those uses which are characterized by the aviation industry or provide necessary services to aviation-related uses. Such uses may be of industrial, commercial, institutional or office character if related to aviation. Government uses, other public uses and essential services such as utilities and communications are also permissible. Intensity, as measured by land coverage, shall not exceed 60 percent. The floor area ratio (FAR) shall not exceed .25.

Sweetwater Resort Community

- 1) Purpose and intent. The Sweetwater Resort Community future land use category shall apply to approximately 1,291 acres of land, situated along Dekle Beach Road and County Road 361, as depicted on the Taylor County Future Land Use Map. The area shall not be the subject of a small scale comprehensive plan amendment at any time in the future. The land use category provides for a compact, integrated mixed-use resort community that is designed with connectivity among the uses in order to promote a pedestrian/biking/golf cart transportation network. Proposed development is primarily clustered in upland areas to create large tracts of open space, protect environmentally sensitive areas, and promote ecotourism. The community shall be served by central water and sewer. The Sweetwater Resort Community shall provide a positive fiscal impact

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- for Taylor County which is designated as a Rural Area of Critical Economic Concern.
- 2) Sub-area Descriptions. Within the Sweetwater Resort Community land use category, three general sub-areas as shown on Figure 4 will apply to the land as follows:
- a) Development Area. The development area will consist of nodes of development (A, B, C, D, E, and F), including a mixed-use town center (E and F), with access to County Road 361 where residential, commercial, hotel/conference center, recreation, civic/public uses, roads, trails, boardwalks, kayak launching facility, and supporting infrastructure will occur. This area occupies approximately 127 acres.
 - b) Golf Course Area. The golf course area will be limited to an 18-hole golf course, 12,000 square foot clubhouse, 6,500 square foot maintenance facility, and supporting infrastructure. This area occupies approximately 147 acres.
 - c) Conservation Area. The conservation area is the remainder of the land that is not developed and shall be designated conservation with the following allowable uses: fishing, passive recreation including boardwalks and park areas, water resources utilization, and preservation/conservation. This area occupies approximately 1,017 acres.
- 3) Development Standards. The following development standards shall apply to development within the Sweetwater Resort Community land use category and shall be implemented in a manner consistent with the purpose and guidelines of this policy.
- a) Permitted Uses. Permitted uses shall be limited to the following: residential, hotels/conference centers, commercial uses, golf course, civic/public uses, roads, utilities and other infrastructure services, silvicultural uses except in the Conservation Area, recreation and conservation/preservation uses. **Other water-oriented recreational access uses are permitted, but may require additional modification to the Development Area sub-area description. Marina (public, private, or commercial) is a permitted use, but shall require a Comprehensive Plan amendment to modify the Development Area sub-area description (subsection 2.a), master plan (Figure 4), and Density/Intensity development program (subsection 3.b). The applicant shall be responsible for acquiring all applicable environmental permits necessary to approve other water-oriented recreational access uses.**
 - b) Density/Intensity. Development within the Sweetwater Resort Community land use category shall be limited to:
 - 1. 624 residential units, 400 resort hotel rooms, 150,000 square feet of commercial space, civic/public uses, roads, pedestrian/biking/cart trails, passive recreation, boardwalks, kayak launching facility and supporting infrastructure. Development

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- Nodes A, B, and C as shown on Figure 4, will be limited to a total of 150 residential units and associated recreation uses with a neighborhood commercial center limited to 30,000 square feet located in Node B to serve the residential development. A neighborhood commercial center will also be located in node D to serve the hotel and residential development.
2. No more than 190 of the 624 residential units and no more than 150 of the 400 resort hotel rooms shall be allowed in the coastal high hazard area. Buildings shall be limited to a maximum of four habitable stories.
 3. An 18-hole golf course, a clubhouse no larger than 12,000 square feet, a maintenance facility no larger than 6,500 square feet, and supporting infrastructure.
 - 4) Infrastructure. Central infrastructure shall be planned and designed for potable Water, sanitary sewer, roadways, and drainage. The County shall not be responsible for funding the provision of transportation and infrastructure required to support proposed development within the Sweetwater Resort Community. These systems will ultimately be maintained by the developer, homeowners or condominium or property owners association, a Community Development District, or other similar responsible entity.
 - a) Potable Water. All potable water needs within the proposed development shall be serviced by a central potable water system. The developer will construct or cause to be constructed all necessary water service infrastructure to service the development.
 - b) Sanitary Sewer. All sanitary sewer needs within the proposed development shall be serviced by a central sanitary sewer system. The developer will provide wastewater treatment and disposal that complies with the applicable provisions of paragraph (4)(c) below. It is proposed that the wastewater treatment facility will use the Advanced Wastewater Treatment (AWT) process which produces an effluent of higher quality than achieved by traditional secondary treatment processes. However, if a hydrogeologic study performed during the permitting phase for a new wastewater treatment plant (WWTP), determines that a secondary treatment level similar to that of the existing WWTP will comply with the applicable provisions of paragraph (4)(c), the new WWTP shall not be required to use the AWT process.
 - c) Drainage. All stormwater runoff and drainage system improvements within the property will be designed and constructed in accordance with Chapter 408-4 F.A.C.; shall be constructed or caused to be constructed by the developer; and maintained by the developer, a home/condominium/property owners association, a Community Development District, or other similar responsible entity. Stormwater runoff will be treated by proposed wet detention stormwater management systems and will meet water quality standards required by the Suwannee River Water Management District (SRWMD) and

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Florida Department of Environmental Protection (FDEP) for Outstanding Florida Waters. The owner commits to maintaining natural freshwater flows to the aquatic preserve and associated salt marshes to ensure maintenance of the natural salinity regime of those waters, and to operating and maintaining the stormwater and wastewater treatment systems for the developed areas in a manner that ensures the water quality of the aquatic preserve and salt marshes is maintained in accordance with Chapter 62-302, F.A.C. Final design specifications for such additional water quality protection measures, which will be developed during project permitting, shall address the establishment of baseline pre-development water quality data for the aquatic preserve and salt marshes and establishment of a water quality monitoring program for those waters for a minimum of five (5) years after the golf course is in operation. In addition, the golf course will obtain and maintain throughout the life of the golf course, the designation at the Silver Level in the Audubon International Signature Cooperative Sanctuary Program in order to achieve heightened water quality and conservation benefits. In addition, the golf course will implement the protective measures and guidelines listed below:

- Use a rainwater collection or gray water system for irrigation, and flushing toilets, and otherwise recapturing and reusing-water resources.
 - Minimize water usage by monitoring water consumption and installing low-flow devices.
 - Evaluate sustainable yields for the lowest flow periods of water supply and design delivery systems to accommodate those periods.
 - Maximize the use of native and naturalized plants and turf that are biologically appropriate for the natural region, to avoid or minimize use of irrigation, fertilizers, and pesticides.
 - Design and maintain irrigation systems to use the minimum amount of water needed, and only where and when necessary.
 - Control erosion and runoff.
 - Avoid or minimize the use of fertilizers and pesticides and store, handle, and dispose of them in ways that will not result in contamination to ground and surface waters.
 - Use organic fertilizers, where fertilization is necessary.
 - Avoid direct drainage to surface waters from areas where fertilizers or pesticides are used, and maintain vegetative buffers along the margins of water bodies to filter fertilizers, pesticides, other contaminants, and sediments.
- 5) Wetland Protection. Development shall be clustered to avoid encroachments into wetlands. Less than three percent of the total wetlands within the 1,291-acre site will be directly impacted by development. In the golf course area direct wetland impacts shall not exceed 16.5 acres. Development shall comply with the state permitting requirements, including required mitigation and

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wetland buffers, in accordance with Chapter 62, F.A.C. Mitigation to offset proposed wetlands impacts will be determined using the Uniform Mitigation Assessment Method, Chapter 62-345 F.A.C.

Policy I.3.3 The County shall provide for dwelling unit densities in the rural areas by land classification, as described above and summarized below. The land classifications are delineated on the Future Land Use Plan Map.

Classification	Maximum Density
Agricultural-1	<1 d.u. per 20 acres
Agricultural-2	<1 d.u. per 10 acres
Agriculture/Rural Residential	<1 d.u. per 5 acres
Conservation	<1 d.u. per 40 acres
Mixed Use Rural Residential	<1 d.u. per 2 acres
Mixed Use - Urban Development	<2 d.u. per acre except as outlined in the Future Land Use Element of this Comprehensive Plan

Policy I.3.4 The County shall require the location of public, private and charter school sites to be consistent with the following criteria:

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

Policy I.3.5 The County shall require the development of public, private and charter school sites to be consistent with the following standards:

- (a) Middle and high schools shall be located on collector or arterial roadways, as functionally classified within the Comprehensive Plan, which have sufficient capacity to carry traffic to be generated by the school and are suitable for high volume traffic during evening and special events as determined by generally acceptable traffic engineering standards;
- (b) The location, arrangement and lighting of play fields and playgrounds shall be located and buffered as may be necessary to minimize impacts to adjacent residential property; and

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- (c) All structural setbacks, building heights, and access requirements shall be governed by the County's land development regulations.

Policy 1.3.6

Transfer of Development Rights (redistribution of residential units from one project area boundary (sending area) to a separate project area boundary (receiving area)) is permitted in conjunction with a Future Land Use Map Amendment that clearly depicts the sending area, the receiving area, and the number of residential units transferred.

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- OBJECTIVE I.6 The County shall continue to require that adjacent land uses shall not be adversely impacted by any change in land use.
- Policy I.6.1 The County shall limit mining activity to those areas designated on the Future Land Use Plan Map as Agricultural-1 and Agricultural-2, and shall require compliance with state and/or federal permitting requirements and regulations.
- Policy I.6.2 The County shall include provisions for adequate drainage, stormwater management, open space and convenient on site traffic flow for all development.
- Policy I.6.3 The County shall limit the intensity of development by requiring that the length of lots less than **5 10** acres in size does not exceed three times the width of lots which are less than ten acres within all land use categories which permit dwelling units.
- Policy I.6.4 The County shall participate in the National Flood Insurance Program and regulate development and the installation of utilities in flood hazard areas in conformance with the requirements of the program.
- Policy I.6.5 The County shall require that new development, or other newly permitted land uses, shall be compatible with previously existing land uses or shall provide appropriate buffers to protect existing land uses from adverse impacts of the new development.

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- OBJECTIVE I.16 The County shall encourage new development and redevelopment to be in the form of complete neighborhoods, which may include residential, non-residential, and civic land uses. Two or more neighborhoods may form a village.
- Policy I.16.1 In order to implement the compact urban form described in the Vision 2060 Plan, residential development sites shall meet the minimum net density requirements described in Table I-1: Summary of the Vision 2060 Plan Land Use Classifications.
- Policy I.16.2 Residential density beyond the minimum net density requirements may be permitted by the Board of County Commissioners if the new development includes workforce housing to provide a variety of housing choices, energy and water efficient development, or through density transfer or clustering. Residential density shall not exceed the maximum net density described in Table I-1: Summary of the Vision 2060 Plan Land Use Classifications.
- Policy I.16.3 Total residential units shall be calculated using gross acreage of a project area boundary and the applicable permitted density. Minimum net residential density calculations shall not include wetlands, waterbodies, or stormwater retention facilities.
- Policy I.16.4 The County shall promote compact new development to encourage pedestrian and other non-vehicular trips.
- Policy I. 16.5 The County shall require a variety of housing types, including but not limited to single family detached, townhomes, and apartments, within residential neighborhoods of the Urban Planning Areas.
- Development within a coastal Planning Area shall be organized as a Coastal Village and shall be a minimum of 1,000 gross acres in size.
- Coastal Planning Areas #1 and #7 may each contain up to two Coastal Villages. When two Coastal Villages are used, each Coastal Village shall be a minimum of 1,000 gross acres in size. Each Coastal Village shall include a least one (1) Coastal Village Center, as described in Policy I.16.10 (a) and (b).

Figure 1

	Size	Minimum Net Density
Tier 1 (Coastal Village Center)	10% of the Village gross land area, or up to 300 gross acres	7.0 du/net acre
Tier 2 (Coastal Village Neighborhood)	n/a	5.0 du/net acre
Tier 3 (Suburban Neighborhood)	n/a	3.0 du/net acre

- Policy I.16.6 The County shall promote neighborhood design standards that require multiple ingress and egress points and interconnected street systems to enhance connectivity between neighborhoods, reduce traffic backlogs, and provide multiple emergency access points.

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Policy I.16.7 The County shall identify and designate one or more sites as a Regional Employment Center District, intended for industrial, business, office, research park use, and support residential use where appropriate.

Policy I.16.8 The County shall designate at least one Regional Employment Center “mega-site” to accommodate a major employer(s). Such employer(s) could be characterized by a low development footprint and large buffers around the use.

Policy I.16.9 The County hereby establishes the following land use categories for sustainable development patterns within the Urban Services Area, based upon creating a development pattern that reinforces a Hierarchy of Places. Land use definitions specifying densities and intensities of residential and nonresidential uses within the Urban District are as follows:

(a) Urban Village

The Urban Village is intended to include the most intense developments in Taylor County. It is a combination of the existing built environment and new development in the form of infill, redevelopment, and complementary new construction within and immediately adjacent to Perry. The Urban Village Center is a cultural, economic, and population center of the County and the Nature Coast region. The minimum net residential density for this land use classification is 5 units per acre. The maximum net residential density is 24 dwelling units acre. The maximum FAR for any non-residential development site is 1.0. The Urban Village shall include two or more land uses, with the mix consistent with Table I-1: Summary of the Vision 2060 Plan Land Use Classifications.

(b) Compact Mixed Use Village

The Compact Mixed Use Village is a medium density, mixed use community, located outside of and adjacent to the Urban Village. It may contain between two and four neighborhoods, each within a quarter-mile walk of a central elementary school and / or public park. A mixed use village center may be located at the intersection of the neighborhoods, and shall provide sufficient non-residential land to support the daily needs of the village residents. The minimum net residential density of this land use classification is 4 units per acre. The maximum net residential density is 22 dwelling units per acre. The maximum FAR for any non-residential development site is 0.75. A Compact Mixed Use Village shall include two or more land uses, with the mix consistent with Table I-1: Summary of the Vision 2060 Plan Land Use Classifications.

(c) Suburban Village

The Suburban Village is a medium density development located within the Urban District. The primary use is residential. It may also contain neighborhood commercial, office, and service uses. The minimum net residential density of this land use is 3 units per acre. The maximum net residential density is 12 dwelling units per acre. The maximum FAR for any non-residential development site is 0.40. A Suburban Village shall include two or more land uses, with the mix consistent with Table I-1: Summary of the Vision 2060 Plan Land Use Classifications.

(d) Regional Employment Center

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The Regional Employment Center provides a designated area for employment-based development, including but not limited to:

Residential (including but not limited to single family residential and multi-family residential);

Commercial (including but not limited to retail, services and hotel);

Industrial/Warehousing (including but not limited to wood product processing, storage, airport and aviation related uses, logistical support uses, manufacturing, energy, and green industries);

Business/Office (including but not limited to research parks, business/office uses and parks);

Educational/Training (including but not limited to public, charter, and private schools, and college campuses);

Medical (including but not limited to medical facilities and campus(es));

Institutional;

Public; and

Recreation.

Different uses may be broken into separate development sites within a Regional Employment Center. It shall be located close to major roadway corridors to promote a jobs-housing balance. The primary purpose of the Regional Employment Center is to accommodate employment-based development.

Residential should be compatible with, and may provide a transition between, the Regional Employment Center and adjacent urban land uses. The maximum net residential density is 22 dwelling units per acre. The maximum Floor Area Ratio (FAR) for any non-residential development site is 0.75. A Regional Employment Center shall include two or more land uses, with the mix consistent with Table I-1: Summary of the Vision 2060 Plan Land Use Classifications, except that no minimum number of land uses and no mix is required for Planning Areas 11, 12 and 18.

Policy I.16.10

The County hereby establishes the following land use categories for sustainable development patterns within the Urban Services Area, based upon creating a development pattern that reinforces a Hierarchy of Places. Land use definitions specifying densities and intensities of residential and nonresidential uses within the Coastal District are as follows:

(a) Coastal Village Center

The Coastal Village Center is a mixed use center, located adjacent to, and serving, one or more Coastal Villages. It has a mix of uses, including residential, commercial, office, educational, and institutional. The minimum net residential density of this land use classification is 5 units per acre. The maximum net residential density is 12 dwelling units per acre. The maximum Floor Area Ratio (FAR) for any non-residential development site is 0.50. A Coastal Village Center shall include two or more land uses, with the mix consistent with Table I-1: Summary of the Vision 2060 Plan Land Use Classifications.

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(b) Coastal Village

The Coastal Village is a medium density village in close proximity to the Taylor County coastal resources. The minimum net residential density of this land use classification is 2 units per acre. The maximum net residential density is 5 dwelling units per acre. The maximum Floor Area Ratio (FAR) for any non-residential development site is 0.40. A Coastal Village shall include two or more land uses, with the mix consistent with Table I-1: Summary of the Vision 2060 Plan Land Use Classifications. Coastal Village Center shall be a permitted use within the Coastal Village land use classification, provided that the development program for a Planning Area does not exceed the maximum permitted by Table I-2.

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- OBJECTIVE I.18 The County shall permit the clustering of existing development rights, when consistent with the Vision 2060 Plan, in order to create a compact development pattern and reduce the overall development footprint within the County. June 2010 I-49
- Policy I.18.1 Density clustering shall be defined as the redistribution of residential units within a project area boundary.
- Policy I.18.2 Density transferring shall be defined as the redistribution of residential units from one project area boundary (sending area) to a separate project area boundary (receiving area). **A Comprehensive Plan Amendment shall be required to transfer additional density, and a Future Land Use Map Amendment shall be required to clearly depict the sending area and the receiving area.**
- Policy I.18.3 The designation of areas for sending and receiving density transfer units are identified on the Future Land Use Map. The existing land uses of the density transfer sending areas is Agriculture-Transfer on the Future Land Use Map. The number of dwelling units transferred to the receiving areas shall be identified with the Development of Regional Impact (DRI) application.
- Policy I.18.4 Development of the Urban and Rural Planning Areas designated on the Future Land Use Map shall require Development of Regional Impact (DRI) review and approval, except for Regional Employment Centers in Planning Areas 11, 12, and 18, consistent with Policy I.19.2. In conjunction with the DRI application, a legal description for specific Agriculture-Transfer sending areas corresponding with a specific Planning Area shall be required. The amount of Agriculture-Transfer acreage identified and legally described shall be proportionate to the number of dwelling units transferred from the sending area into the Planning Area.
- Policy I.18.5 Agriculture-Transfer sending areas for urban development shall be located in close proximity to the Urban Planning Areas that receive the transferred units. Whenever possible, the Agriculture-Transfer sending areas shall be contiguous to the Urban Planning Areas to create a greenbelt and define the limits of development. Agriculture-Transfer sending areas shall contain a mixture of uplands and wetlands to support wildlife mobility.
- Policy I.18.6 Agriculture-Transfer sending areas for rural development need not be contiguous to the Rural Planning Areas that are to receive the transferred units. If not contiguous, lands that provide wildlife habitat; buffer wetlands, rivers, and surface water; or contain a mixture of uplands and wetlands shall be given priority for selection as Agriculture-Transfer sending area.
- Policy I.18.7 The total acreage of Agriculture-Transfer on the Future Land Use Map is 82,797 acres. The total number of units transferred from the Agriculture-Transfer lands to Urban and Rural Planning Areas is 8,990 units.
- Policy I.18.7.a Urban Planning Areas: Proposed residential development for Urban Planning Areas 1, 2/3, 4/5/6, 7, 8, 11, 12, 13, 15, and 16 that exceeds the 2035 Population Projections shall require transfer of allocated development rights from lands designated as Agriculture-Transfer on the 2035 Future Land Use Map. 6,367 dwelling units shall be transferred from 56,567 acres of Agriculture-Transfer land and sent to the Urban Planning Areas 1, 2/3, 4/5/6, 7, 8, 11, 12, 13, 15 and 16 designated on the Future Land Use Map.

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- Policy I.18.7.b Rural Planning Areas: Rural Planning Areas 14 and 19 shall receive development rights from Agriculture-Transfer lands of the 2035 Future Land Use Map 2,623 dwelling units shall be transferred from 26,230 acres of Agriculture-Transfer land and sent to the Rural Planning Areas 14 and 19 designated on the Future Land Use Map.
- Policy I.18.8 In the event that transferred density is not used in an Urban or Rural Planning Area, density may be transferred back to Agriculture-Transfer lands in conjunction with a Comprehensive Plan Amendment, which may change the land use back to the original classification (Agriculture-2 or Agriculture Rural Residential).
- Policy I.18.9 Agriculture-Transfer lands managed for timber production shall continue to use silviculture Best Management Practices as prescribed by the Florida Division of Forestry's 2008 Silviculture Best Management Practices manual, or a different manual mutually agreed to by the County, the landowner, and the Department of **Economic Opportunity** ~~Community Affairs~~.

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Table I-2: Planning Areas	
Planning Area 1	
Planning Area Type: Urban	
Land Use Category: Coastal Village	
Total Acres	7,942 acres
Maximum Residential Units	4,658 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Office /Retail/ Hotel/Medical/ Recreation/ Education) (1)	920,000SF
Maximum Industrial SF	125,000 SF
Planning Area 2/3	
Planning Area Type: Urban	
Land Use Category: Coastal Village	
Total Acres	2,225 acres
Maximum Residential Units	2,285 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Office /Retail/ Hotel/Medical/ Recreation/ Education) (1)	244,000 SF
Maximum Industrial SF	0 SF
Planning Area 4/5/6	
Planning Area Type: Urban	
Land Use Category: Coastal Village	
Total Acres	2,821 acres
Maximum Residential Units	2,401 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Office /Retail/ Hotel/Medical/ Recreation/ Education) (1)	440,000 SF
Maximum Industrial SF	0 SF
Planning Area 7	
Planning Area Type: Urban	
Land Use Category: Coastal Village	
Total Acres	3,781 acres
Maximum Residential Units	5,050 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Office /Retail/ Hotel/Medical/ Recreation/ Education) (1)	846,000 SF
Maximum Industrial SF	125,000 SF
Planning Area 8	
Planning Area Type: Urban	
Land Use Category: Coastal Village	
Total Acres	1,499 acres
Maximum Residential Units	419 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Office /Retail/ Hotel/Medical/ Recreation/ Education) (1)	47,000 SF

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Education) (1)	0 SF
Maximum Industrial SF	
Planning Area 11	
Planning Area Type: Urban	
Land Use Category: Regional Employment Center	
Total Acres	2,946 acres
Maximum Residential Units	0 units
Net Residential Density	n/a
Maximum Non-Residential SF (Commercial, Business/Office, Educational/Training Campus, Medical) (1) (2)	120,000 SF
Maximum Industrial/Warehousing SF (2)	<u>2,600,000</u> SF
Planning Area 12	
Planning Area Type: Urban	
Land Use Category: Regional Employment Center	
Total Acres	3,525 acres
Maximum Residential Units	0 units
Net Residential Density	n/a
Maximum Non-Residential SF (Commercial, Business/Office, Educational/Training Campus, Medical) (1) (2)	200,000 SF
Maximum Industrial/Warehousing SF (2)	<u>12,000,000</u> SF
Planning Area 13	
Planning Area Type: Urban	
Land Use Category: Suburban Village	
Total Acres	282 acres
Maximum Residential Units	910 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Office /Retail/ Hotel/Medical/ Recreation/ Education) (1)	20,000 SF
Maximum Industrial SF	0 SF
Planning Area 14	
Planning Area Type: Rural	
Land Use Category: Conservation Community	
Total Acres	1,890 acres
Maximum Residential Units	1,066 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Office /Retail/ Hotel/Medical/ Recreation/ Education) (1)	126,000 SF
Maximum Industrial SF	0 SF
Planning Area 15	
Planning Area Type: Urban	
Land Use Category: Suburban Village	
Total Acres	2,886 acres
Maximum Residential Units	2,780 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Office /Retail/ Hotel/Medical/ Recreation/ Education) (1)	306,000 SF
Maximum Industrial SF	0 SF

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Planning Area 16	
Planning Area Type: Urban	
Land Use Category: Regional Employment Center	
Total Acres	5,120 acres
Maximum Residential Units	4,004 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Commercial, Business/Office, Educational/Training Campus, Medical) (1) (2)	1,649,000 SF
Maximum Industrial/Warehousing SF (2)	400,000 SF
Planning Area 18	
Planning Area Type: Rural	
Land Use Category: Regional Employment Center	
Total Acres	8,092 acres
Maximum Residential Units (unless consistent with FLU Policy I.17.4)	0 units
Net Residential Density	n/a
Maximum Non-Residential SF (Commercial, Business/Office, Educational/Training Campus, Medical) (1) (2)	0 SF
Maximum Industrial/Warehousing SF (2)	35,060 0,000 SF
Planning Area 19	
Planning Area Type: Rural	
Land Use Category: Rural Village	
Total Acres	2,280 acres
Maximum Residential Units	2,100 units
Net Residential Density	See Table I-1
Maximum Non-Residential SF (Office /Retail/ Hotel/Medical/ Recreation/ Education) (1)	236,000 SF
Maximum Industrial SF	0 SF

Notes:

- (1) Does not include public school facilities required to maintain Level of Service standards.
- (2) Unless consistent with Policy I.19.4.

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SANITARY SEWER FACILITY SUB ELEMENT

GOAL IV-2 - ENSURE THE PROVISION OF PUBLIC SANITARY SEWER FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE COUNTY'S POPULATION.

OBJECTIVE IV.2 The County shall continue to coordinate the extension of, or increase in the capacity of sanitary sewer facilities by scheduling the completion of public facility improvements and requiring that they are concurrent with projected demand.

Policy IV.2.1 The County hereby establishes the following level of service standards for sanitary sewer facilities:

FACILITY TYPE	LEVEL OF SERVICE STANDARD
Private on-site disposal	Shall meet or exceed all the requirements set by Chapter 64E-6, Florida Administrative Code, in effect on January 1, 2003
New Central Facilities	residential uses 100 gals./capita/day
FACILITY TYPE	LEVEL OF SERVICE STANDARD
Nonresidential uses	Minimum service shall be consistent with Chapter 64E-6, Florida Administrative Code, in effect on January 1, 2003

Policy IV.2.2 The County shall prohibit the installation of septic tanks in locations with unsuitable soils or within wetland areas. The issuance of septic tank permits shall be a function of the Department of Health or other governmental agency having jurisdiction, subject to current regulations.

Policy IV.2.3 The County shall allow existing septic tanks and package wastewater treatment facilities to remain in service until such time as centralized sanitary sewer service is available, subject to current regulatory jurisdiction and operating standards.

Policy IV.2.4 The County shall allow the use of package wastewater facilities within Mixed Use Urban Development areas, **the Sweetwater Resort Community, Coastal Villages, Coastal Village Centers, Suburban Villages, and Regional Employment Centers** ~~18~~, until a centralized sanitary sewer service is available, subject to current regulatory jurisdiction and operating standards.

Policy IV.2.5 The County shall limit development which proposes the construction of package wastewater treatment facilities outside the urban development areas to special use facilities, which do not promote urban sprawl. Examples: motels, parks, recreation areas, or other similar uses.

1. The County shall not issue a building permit for construction of a building or facility where sanitary sewage is proposed to be disposed using an on-site sewage disposal system in an area classified industrial on the Future Land Use Plan Map, or uses for industrial or manufacturing purposes, or its equivalent, where a centralized sanitary sewer system is available within 1/4 mile of the area used or classified industrial, or where the likelihood

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exists that the on-site sewage disposal system may receive toxic, hazardous or industrial waste; and

2. The County shall not issue an occupational license to the owner or tenant of a building located in an area classified industrial on the County's Future Land Use Plan Map, or used for industrial or manufacturing purposes, or its equivalent, when such site is served by an on-site sewage disposal system without first obtaining an annual operating permit from the County Health Department; and
3. The County shall not issue a certificate or land development regulation compliance to a new owner or tenant of a building located in an area zoned industrial on the County's Official Zoning Atlas, or used for industrial or manufacturing purposes, or its equivalent, or which operates a business which has the potential to generate toxic, hazardous or industrial wastewater, when such site is served by an on-site sewage disposal system without first obtaining an annual operating permit for an on-site sewage disposal system from the County Health Department.

Policy IV.2.6

All new development within the Urban Planning Areas of the 2035 Future Land Use Map shall be connected to central potable water and wastewater systems, **when available. If central potable water and wastewater systems are not available, package facilities may be used on an interim basis, consistent with Policy IV.2.4.** Septic systems shall be prohibited. The DRI Development Order for each Urban Planning Area shall require the developer to establish a Community Development District, ("District"), or similar mechanism, pursuant to applicable provisions of Florida Law. The District shall be responsible for the design, construction, operation and maintenance of the interim water and wastewater systems within the Planning Area. As additional DRIs for each Planning Area are approved, but no later than when wastewater flows reach a level of 0.25 million gallons per day (MGD), the Taylor County Board of County Commissioners shall require the District to evaluate the feasibility of combining the interim planning area facilities into a sub-regional facility. The District evaluation shall consider the environmental and economic advantages to consolidating the interim facilities, and at its discretion, shall consolidate those interim facilities. A sub-regional facility shall be considered to serve Planning Areas 1, and 2/3; a separate sub-regional facility shall be considered to serve Planning Areas 4/5/6, 7, and 8.

For Planning Areas in the Perry Urban Service Area, the development order for the first DRI approved for that service area shall include a condition that directs new development to be served either by the city of Perry or by a sub-regional water and wastewater system designed for the DRI. In the case that it is determined by the Taylor County Board of County Commissioners that a sub-regional plant is desired, then a condition shall be placed in the DRI requiring the establishment of a Community Development District, and the requirements shall be the same as for the Coastal District.

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POTABLE WATER FACILITY SUB ELEMENT

GOAL IV-5 - ENSURE THE PROVISION OF PUBLIC POTABLE WATER FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE COUNTY'S POPULATION.

OBJECTIVE IV.5 The County shall continue to coordinate the extension of, or increase in the capacity of potable water facilities by scheduling the completion of public facility improvements and requiring that they are concurrent with projected demand.

Policy IV. 5.1 The County hereby establishes the following level of service standards for potable water.

FACILITY TYPE	LEVEL OF SERVICE STANDARD
Private individual water wells	Standards as specified in Chapter 62-22, Florida Administrative Code in effect on January 1, 2003
Keaton Beach Community Potable Water System day	100 gallon per capita per
Steinhatchee Community Potable Water System day	100 gallons per capita per
Taylor Beaches Community Potable Water System day	100 gallons per capita per
Other Community Potable Water Systems (Future) day	100 gallons per capita per

Policy IV. 5.2 **Except at otherwise provided in the Comprehensive Plan,** ~~The~~ County shall permit residential densities in excess of 2 dwelling units per acre but less than or equal to 4 dwelling units per acre only within areas served by centralized potable water systems, and residential densities in excess of 4 dwelling units per acre only within areas served by centralized potable water and centralized sanitary sewer systems.

Policy IV.5.3 All new development within the Urban Planning Areas of the 2035 Future Land Use Map shall be connected to a central potable water facility. If potable water is not available, the establishment of a service district, construction and operation of a new facility shall be the financial responsibility of the developer and enforced through an executed development agreement, unless an existing facility is expanded.

Policy IV.5.4 The County shall encourage strategies to increase the supply of potable water, including the development of alternative potable water sources, use of reclaimed water, and increased conservation of water resources.

Policy IV.5.5 Water supply sources for the Urban Planning Areas and Rural Planning Areas of the 2035 Future Land Use Map shall be identified with an Application for Master Development Approval (AMDA).

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- Policy IV.5.6 Water supply providers and facilities for the Urban Planning Areas and Rural Planning Areas of the 2035 Future Land Use Map shall be identified with an Application for Incremental Development Approval (AIDA).
- Policy IV.5.7 If potable water supply is not currently available to serve a proposed land use, the County shall allow development to be phased to coincide with the availability of potable water supply and facilities.
- Policy IV.5.8 The County shall encourage all new development in the Urban Services Area, consistent with the Vision 2060 Plan, to provide non-potable water lines for irrigation.

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- OBJECTIVE V.2 The County shall provide for the conservation, appropriate use and protection of the quality and quantity of current and projected water sources, and shall require a 300 foot wellfield protection area around community potable water system wells. In addition, the County, in order to protect high groundwater aquifer recharge areas as designated by the Water Management District and depicted in Appendix A of this Comprehensive Plan, shall continue to limit development in those areas as specified in the high groundwater aquifer recharge protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.
- Policy V.2.1 The County as part of the development review process shall require the coordination of development plans with the Florida Department of Environmental Protection and the Water Management District to assist in the monitoring uses which may impact the current and projected water sources of the County.
- Policy V.2.22 The County shall protect the designated use classification, as established in Rule 62-302.400, Florida Administrative Code, of waters of the state by discouraging land uses that may impact waters of the state and cause violations of applicable state water quality standards or otherwise adversely impact waters of the state except where impacts are authorized pursuant to Part IV of Chapter 373, Florida Statutes.
- Policy V.2.3 The County shall identify and make recommendations to appropriate state agencies, for the purchase of environmentally sensitive lands as part of the Florida Forever Program, as listed by the Acquisition and Restoration Council for the Board of Trustees of the Internal Improvement Trust Fund, Water Management District, or U.S. Government, under programs administered by the U.S. Department of the Interior, Florida Department of Environmental Protection or the land acquisition programs of the Water Management District.
- Policy V.2.4 The County shall require that, unless impacts are mitigated pursuant to Florida Department of Environmental Protection or other appropriate state agency requirements, a ~~2535~~-foot natural buffer shall be maintained around all wetlands and prohibit the location of agricultural, residential, commercial and industrial land uses within the buffer areas. Mitigation measures must be acceptable to the Department of Environmental Protection or other governmental agency having mitigation permit jurisdiction but allow silviculture and resource based recreation activities within the buffer areas in accordance with the silviculture policies of the Conservation element of this Comprehensive Plan. Normal agricultural and pine silvicultural activities shall be allowed, subject to Best Management Practices 2000 as adopted by the Florida Department of Agriculture or Florida Division of Forestry, as appropriate, and also subject to the current regulatory requirements of Chapters 373 and 403, Florida Statutes, and the rules, regulations and permitting requirements of the Suwannee River Water Management District and other State or Federal governmental agencies having jurisdiction. Unless further restricted by the County's Land Development Regulations, normal hardwood silvicultural activities shall be allowed subject to Best Management Practices and other regulatory requirements as cited for pine silviculture above.

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- Policy V.2.5 The County shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions.
- Policy V.2.6 The County shall require all new development to maintain the natural functions of environmentally sensitive areas, including but not limited to wetlands and 100-year floodplains so that the long term environmental integrity and economic and recreational value of these areas is maintained. This will be accomplished through compliance with applicable statutes, rules and regulations of State and Federal Agencies having jurisdiction.
- Policy V.2.7 The County shall require that, unless impacts are mitigated, the conservation of wetlands shall be provided for through prohibiting any development or dredging and filling which would significantly alter their natural functions. Mitigation measures must be acceptable to the Department of Environmental Protection or other governmental agency having mitigation permit jurisdiction. Resource based recreation activities (such as hunting and fishing) shall be allowed. Normal agricultural and pine silvicultural activities shall be allowed, subject to Best Management Practices as adopted by the Florida Department of Agriculture and Consumer Services, Division of Forestry, as appropriate, and also subject to the current regulatory requirements of Chapters 373 and 403, Florida Statutes, and the rules, regulations and permitting requirements of the Suwannee River Water Management District and other Federal or State governmental agencies having jurisdiction. Unless further restricted, normal hardwood silvicultural activities shall be allowed subject to Best Management Practices and other regulatory requirements as cited for pine silviculture above.
- Policy V.2.8 The County shall provide for the conservation of wetlands through prohibiting any development or dredging and filling, which would significantly alter their natural functions without mitigation. Agricultural, and silvicultural activities consistent with Best Management Practices manual developed by the Florida Department of Agriculture and Consumer Services, shall be allowed.
- Policy V.2.9 The County shall support water conservation programs conducted by the Water Management District within the scope of their delegated authority.
- Policy V.2.10 The County shall cooperate with the plans of the Water Management District for the emergency conservation of water sources.
- Policy V.2.11 The County shall, as part of the developmental review process, limit development to low density and non- intensive uses in high groundwater aquifer recharge areas designated by the Water Management District within the scope of their delegated authority.
- Policy V.2.12 The County as part of the development review process shall require the maintenance of the quantity and quality of surface water runoff within freshwater stream to sink watersheds by requiring the installation of structures or other devices designed to prevent the degradation of the quality and quantity of surfacewater runoff within the County.
- Policy V.2.13 The County shall require that all hazardous waste generators properly manage their own wastes in compliance with current statutes or other governmental regulations, and shall, as part of the development review process, require that

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- new hazardous waste generators comply with all applicable federal and state permitting requirements before approving any development plans.
- Policy V.2.14 The County shall require a 75-foot regulated natural buffer adjacent to all perennial rivers, streams and creeks and their estuaries located within the significant natural areas identified in the Conservation element of this Comprehensive Plan, and prohibit the location of residential, commercial and industrial (including mining) land uses within the buffer areas. Resource based recreation activities (such as hunting and fishing) shall be allowed. Also beyond seventy-five (75) feet, normal agricultural and silvicultural activities will be allowed, subject to Best Management Practices and all other existing regulations. Normal agricultural and pine silvicultural activities shall be allowed outside the 75-foot regulated natural buffer, subject to Best Management Practices as adopted by the Florida Department of Agriculture and Consumer Services, Division of Forestry, as appropriate, and also subject to all other existing regulations. The County has reserved the right to further regulate hardwood silvicultural activities. Agricultural and silvicultural activities are also subject to the current regulatory requirements of Chapters 373 and 403, Florida Statutes, as well as the rules, regulations and permitting requirements of the Suwannee River Water Management District and other Federal or State governmental agencies having jurisdiction. Unless further restricted by the County, normal hardwood silvicultural activities shall be allowed outside the 75-foot regulated natural buffer subject to Best Management Practices and other regulatory requirements as cited for pine silviculture above.
- The County shall govern the land management practices and activities which are allowed within the 75-foot regulated natural buffer.
- The significant natural areas to which this policy applies are identified and described in the Conservation element of this Comprehensive Plan.
- Policy V.2.15 The County shall require a 35-foot regulated natural buffer adjacent to all perennial rivers, streams and creeks and their estuaries, or those which are intermittent in nature and their estuaries, but which have a distinct, identifiable stream bed or creek run, and prohibit the location of residential, commercial and industrial land uses within the buffer areas. Resource based recreation activities (such as hunting and fishing) shall be allowed. Normal agricultural and pine silvicultural activities shall be allowed within the buffer areas subject to Best Management Practices as adopted by the Florida Department of Agriculture and Consumer Services, Division of Forestry, as appropriate, which are applicable to the management of these buffer areas, and also subject to the current regulatory requirements of Chapters 373 and 403, Florida Statutes, as well as the rules, regulations and permitting requirements of the Suwannee River Water Management District and other Federal or State governmental agencies having jurisdiction. Unless further restricted by the County's land development regulations, normal hardwood silvicultural activities shall be allowed subject to Best Management Practices and other regulatory requirements as cited for pine silviculture above.
- Policy V.2.16 The County shall partner with the Suwannee River Water Management District to use and promote Best Management Practices to maintain the quantity of freshwater flow into the coastal systems..

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OBJECTIVE V.4 The County shall conserve and protect soils, native vegetative communities, wildlife, and wildlife habitats from adverse effects, with an emphasis on rare and endangered species. Mineral resources shall be appropriately used, conserved and protected.

These objectives shall be effective throughout the planning period and shall be accomplished using the following policies.

Policy V.4.1 The County shall require an assessment of the potential adverse effects on rare and endangered species for the following:

1. All development within the ~~2535~~-foot regulated natural buffer adjacent to all perennial rivers, streams and creeks, and those which are intermittent in nature, but which have a distinct, identifiable stream bed or creek run.
2. All development with the 75-foot regulated natural buffer adjacent to all perennial Rivers, streams and creeks located within the significant natural areas identified in the Comprehensive Plan.
3. All development within ~~2535~~ feet of a wetland or water body other than as described in 1. and 2. above.
4. Plan amendments which increase density or intensity of development in the Agricultural-1, Agricultural-2, Agricultural/Rural Residential, and Mixed Use: Rural Residential districts.

Policy V.4.2 The County shall require that when one or more of a rare or endangered species, are found on a development site, development activities which may cause harm to the species shall not be allowed until a management plan has been prepared which avoids the adverse effect of the project on the species.

The County shall require the use of best management practices for the conservation, appropriate use and protection of fisheries, wildlife and wildlife habitats, identify and protect native wildlife and their habitats, including state and federally protected plant and animal species (endangered, threatened and species of special concern), within proposed development sites and protection of these natural resources from the impacts of development by the use of the Florida Fish and Wildlife Conservation Commission Strategic Habitat Conservation Areas maps, Florida Natural Areas Inventory, and North Central Florida Strategic Regional Policy Plan Regionally Significant Natural Resources map series to identify habitats which potentially contain endangered, threatened or species of special concern, and rare or unique vegetative communities prior to granting development approval

Where adverse impacts cannot be avoided through site design or other means, the applicant shall be required to develop a mitigation plan which will allow no net loss of individuals of designated species, in coordination and compliance with the Florida Fish and Wildlife Conservation Commission.

Policy V.4.3 The County shall protects native vegetation and provides for the extensive use of native vegetation, thereby promoting the regeneration of natural habitats.

The developer of any proposed development which is equal to or greater than 20 acres and located within areas identified by the Florida Fish and Wildlife

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Conservation Commission as Strategic Habitat Conservation Area or is shown as habitat for listed species on the Florida Natural Areas Inventory shall be required to evaluate the impacts to endangered, threatened, or species of special concern and rare or unique vegetative communities provided, however, if competent and substantial scientific evidence demonstrating that an endangered, threatened or species of special concern, wildlife habitat or rare and unique vegetative community is located within the area of any proposed development which is equal to or greater than 20 acres. Such evaluation shall be submitted to the County at the time a preliminary plat or site and development plan is reviewed by the County, the developer shall evaluate the impacts on such habitats or communities. As a condition of permit approval of any proposed development within these areas, such evaluation shall consist of a survey of the development site conducted by the developer to identify the presence of any state and federally protected plant and animal species.

If protected species are found on the development site or would be affected by the development, a management plan shall be required from the developer, including necessary modifications to the proposed development, to ensure the preservation of the protected species and their habitat. Both the survey and the management plan shall be done in consultation with the Florida Fish and Wildlife Conservation Commission, but the final approval of the management plan shall be by the County.

- Policy V.4.4 Through the site planning review process, proposed mining activities shall comply with the Florida Department of Environmental Protection rules and the North Central Florida Strategic Regional Policy Plan.
- Policy V.4.5 The County shall use innovative techniques for preservation, such as: designation and regulations of conservation areas; site plan review; on-site density transfers to allow clustering of allowable units to protect environmentally sensitive portions of a site; and, overlay zoning whereby density calculations and developable land expectations are based on net developable acreage after excluding the environmentally sensitive portions.
- Policy V.4.6 The County shall promote the protection of publicly-owned natural reservations designated within the County, through cooperation with the federal government regarding areas such as, but not limited to, the St. Mark's National Wildlife Refuge and the state regarding the Aucilla Wildlife Management Area, the State's CARL program, and the Water Management District's Save Our Rivers and SWIM Program, and designation of such areas on the Future Land Use Map as conservation.
- Policy V.4.7 Prior to approving a plan amendment, in those areas designated Agricultural/Rural Residential, Mixed Use Rural Residential, Mixed Use - Urban Development, Mixed Use: Urban Development Medium High Density, Rural Settlement, Rural Village, Conservation Community, Ecological Village, Coastal Village, Coastal Village Center, Coastal Settlement, Regional Employment Center, Suburban Village, Compact Mixed Use Village, and Urban Village on the Future Land Use Map, the County shall require the applicant to provide an inventory of all wetlands and other environmentally sensitive lands, as well as

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- documentation that the proposed user will not negatively impact environmentally sensitive lands.
- Policy V.4.8 Through intergovernmental coordination with federal personnel at the St. Mark's Refuge, the County shall cooperate to ensure fisheries and marine habitat are protected. Further, the County shall regulate development within the 150' corridor of Spring Warrior Creek, the Econfina, Steinhatchee and Aucilla Rivers to ensure there will be no negative impacts to fisheries and marine habitat downstream to the gulf.
- Policy V.4.9 Since erosion has direct impacts on surface water quality and quantity of the area, the County shall consider the need to pursue funding assistance for erosion projects from the Suwannee River Water Management District, under the Surface Water Management Improvement Program (SWIM) and other programs.
- Policy V.4.10 The County shall cooperate with the Florida Department of Environmental Protection in the monitoring of aquaculture activities within the County.
- Policy V.4.11 The County shall, during any development review process involving significant natural areas and their estuaries, address mitigation of development activities to ensure that the possible adverse impacts of the proposed development activity on the natural functions of these significant natural areas will be minimized, and that the natural functions will not be significantly altered. Mitigation measures must be acceptable to the Department of Environmental Protection or other governmental agency having mitigation permit jurisdiction. The significant natural areas and their estuaries to which this policy applies are:
- Aucilla River Corridor (includes Aucilla Sinks)
 - Econfina River Corridor
 - Spring Warrior Creek Corridor
 - Steinhatchee River Corridor
 - St. Marks National Wildlife Refuge
 - Coastal Marsh and Tidal Swamp Conservation Areas
 - Aucilla SRWMD Conservation Area
- The generalized location of these significant natural areas is as shown on the Future Land Use Map series. A separate map identifying the corridors of these significant natural areas shall be provided. Their boundaries are further described below:
- In the case of the river corridors, the corridors shall include the river itself and extend to an outer boundary established at a nominal distance of 150 feet from the natural bank of the river. The Aucilla River corridor shall extend from the Gulf of Mexico to the municipality line. The Econfina River corridor shall extend from the Gulf of Mexico to the east boundary "rural community" established at Shady Grove. The Steinhatchee River corridor shall extend from the Gulf of Mexico to the municipality line.
- In the case of the Spring Warrior Creek corridor, the corridor shall include the creek itself and extend to an outer boundary established at a nominal distance of

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150 feet from the natural bank of the creek. The corridor shall extend from the Gulf of Mexico to C.R. 361 (Beach Road).

In the case of the St. Marks National Wildlife Refuge, the Coastal Marsh and Tidal Swamp Conservation Area and the Aucilla SRWMD Conservation Area, the boundary shall be the boundary of the lands owned by the governmental entity.

Resource based, low intensity recreation activities and facilities shall be allowed along rivers, with any new facility being located at least five miles from an existing facility.

Residential, commercial and industrial uses shall be allowed, subject to a setback of at least seventy-five (75) feet from the natural bank along the rivers and Spring Warrior Creek, subject to all other permitting requirements. Residential density shall be shown on the Future Land Use Map. Beyond seventy-five (75) feet, residential, commercial and industrial use is allowed, subject to all other permitting requirements.

The densities and intensities of use, as well as the permitted uses allowed on the St. Marks National Wildlife Refuge, the Coastal Marsh and Tidal Swamp Conservation Area and the Aucilla SRWMD Conservation Area shall be consistent with the management plans for these areas in fulfillment of their conservation purpose. Residential densities shall not be greater than one unit per 40 acres, as shown on the Future Land Use Map.

Policy V.4.12

Planning Areas within bear range shall be evaluated during the incremental DRI review process to assess the need to incorporate applicable principles from the "Be Bear Aware" program, or similar program of the Florida Fish and Wildlife Conservation Commission, into the DRI Development Order. The DRI review process shall determine if a specific habitat management plan is required.

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CAPITAL IMPROVEMENTS GOAL, OBJECTIVES AND POLICIES

GOAL VIII - THE COUNTY SHALL ANNUALLY ADOPT AND IMPLEMENT A **FINANCIALLY FEASIBLE** CAPITAL IMPROVEMENTS PROGRAM WHICH COORDINATES THE TIMING AND PRIORITIZES THE DELIVERY OF THE NEEDS ADDRESSED WITHIN THE OTHER ELEMENTS OF THIS COMPREHENSIVE PLAN.

OBJECTIVE VIII.1 The County shall continue to provide capital improvements to correct the existing and projected deficiencies as identified within the schedule of improvements and funding of this plan element, by adopting an annual ~~financially feasible~~ capital improvements budget, **as defined by Section 163.3164(23), Florida Statutes**, which is consistent with the schedule of improvements and funding.

Policy VIII.1.1 The County shall establish the following criteria for the evaluation of proposed capital improvement projects, to be used in conjunction with the annual budgeting process:

Criteria

- A. The County shall assess the level of service of the public facilities which adopted level of service standards have been established in this Comprehensive Plan, prior to or concurrent with the County's budget process;
- B. The County shall schedule only those projects which are consistent with the goals, objectives and policies of this Comprehensive Plan and which do not exceed the County's fiscal capacity;
- C. The County shall identify those existing or projected public facility needs, which occur or are projected to occur, due to deficiencies in the maintenance of adopted levels of service standards;
- D. Capital improvement projects identified as urgently needed to protect the public health and safety shall be given the highest priority;
- E. The capital improvements projects related to the maintenance and operation of existing facilities, which due to existing or projected needs, do not or are not expected to meet the adopted level of service standard for such facility shall be given the second order of priority;
- F. The capital improvement projects with the greatest deficiencies based upon the established level of service standards within the Comprehensive Plan shall be given the third order of priority; and
- G. The capital improvement projects, which due to deficiencies based upon the established level of service standard within the Comprehensive Plan, are needed to provide public facilities to areas which have received development approval prior to the adoption of this Comprehensive Plan shall be given the fourth order of priority.

Policy VIII.1.2 The County shall coordinate improvements to drainage facilities with the Water Management District before scheduling such improvements when deficiencies, based on established level of service standards, are identified.

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- Policy VIII.1.3 The County shall review the effectiveness of the capital improvements planning program through the Procedure for Monitoring and Evaluation of the Capital Improvements Element, provided within this plan element.
- Policy VIII.1.4 The County shall annually assess capacity of existing public facilities to address any existing or projected deficiencies in adopted level of service standards in order to prepare an annual update of the Five-Year Schedule of Improvements that identifies, schedules, and specifies funding for any capital improvement projects needed to maintain adopted level of service standards.

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- OBJECTIVE VIII.4 The County shall maintain an annual capital improvements budgeting process to manage the fiscal resources of the County, including the funding of capital improvements, identified within the Comprehensive Plan.
- Policy VIII.4.1 The County shall incorporate within the County's annual budgeting process, a ~~financially feasible~~ capital improvements budget which addresses the needed projects found in the schedule of improvements and funding of this plan element.
- Policy VIII.4.2 The County shall limit the issuance of development permits to areas where the adopted level of service standards for the provision of public facilities found within the Comprehensive Plan are maintained. This provision also includes areas where development orders were issued prior to the adoption of the Comprehensive Plan.
- Policy VIII.4.3 The County shall apply for federal or state grant funding for projects which recognize the policies of other elements of this comprehensive plan whenever available and where it has been determined that the County has competitive standing in any ranking process for determining program award.
- Policy VII.4.4 The County shall not issue bonds or participate in other forms of debt financing for public facilities required by this Comprehensive Plan except as specific proposals are considered and adopted by the Board of County Commissioners during the budgeting process or, separately, on a case by case basis.

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IMPLEMENTATION

FIVE YEAR SCHEDULE OF IMPROVEMENTS

The five year schedule of improvements shown in Table VIII-1 is the implementation mechanism of the Capital Improvements Element to stage the timing, location, projected cost and revenue sources for any capital improvement needs identified within the other elements of the Comprehensive Plan. The following schedule documents the economic feasibility of the County's Comprehensive Plan and is based upon the Data and Analysis Report, which although not a part of this plan, provides the foundation for the determination of the economic feasibility of any projects listed.

IMPLEMENTATION

LONG TERM LIST OF IMPROVEMENTS

The long term list of improvements shown in Table VIII-2 represents a list of capital improvements needed to maintain adopted Level of Service standards at the buildout year (2035). In conjunction with the annual update of the Capital Improvements Element, the County shall review this long term list on an annual basis to determine if any projects are required within the short term (5-year) planning horizon. If applicable, the project shall be added to the Table VIII-1: Five Year Schedule of Capital Improvements, including a ~~financially feasible~~ revenue source.

The following list is based upon the Data and Analysis Report, which although not a part of this plan, provides the foundation for the determination of the economic feasibility of any projects listed.

TABLE VIII-2

LONG TERM LIST OF IMPROVEMENTS

2016 – 2035

Transportation Facilities (1)		
Widen Existing Roads:		
Roadway Segment	From	To
State Roads – from 2 to 4 lanes:		
1. SR 20/US 19/US 27	CR 275/Connel Rd.	Lafayette Co. Line
2. SR 30/US 98	CR 588	Sandra St.
3. SR 51/SR 490	CR 361 (S)	Dixie County Line
State Roads – from 4 to 8 lanes:		
1. SR 55/US 19/US 98	Steinhatchee River	US 221/SR 55
County Roads – from 2 to 4 lanes		
1. CR 361/Keaton Beach Rd	US 19/98	New N/S Coastal Road
2. New N/S Coastal Road	SR 51	CR 361/Keaton Beach Rd
3. CR 359B Osteen Road	US 98 / SR 30	CR 361B/Woods Creek Rd
4. CR 361A/Spring Warrior	Potts Still Road	CR 359/Golf Course Rd
5. CR 30A	CR 361A/Puckett Road	US 19/27A
6. Potts Still Road	CR 361A	CR 361
7. CR 361/Keaton Beach Rd	Potts Still Road	SR 55/US 19/98

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8. CR 356/Hampton Springs	US 98	Courtney Grade
Pave Existing Roads:		
1. Potts Still Road (unpaved portion)	CR 361/Beach Rd	Paved Portion
2. Salem Tower Road	CR 361/Beach Rd	Fish Creek Road
3. Fish Creek Road	CR 361/Beach Rd	SR 55/ US 19
Alternative Corridor Improvements:		
1. New N/S Coastal Road Ext.	CR 361/Keaton Beach Rd	CR 361A/Spring Warrior
2. Western Loop Road	CR 361B/Woods Creek Rd	CR 30A/Holt Road
3. Hampton Springs Rd. Ext.	CR 356/Hampton Springs Rd	CR 362/Houck Road
4. CR 356 Connector to US 27	CR 356 (east of SR 30/US 19)	SR 20/US 27
Potable Water and Wastewater Facilities		
<ul style="list-style-type: none"> ▪ Potable water facilities with the capacity to serve up to 8.2 million gallons per day (MGD), potentially consisting of: <ul style="list-style-type: none"> ○ Two sub-regional facilities in the Coastal District and one sub-regional facility in the Perry Urban District; or ○ Expansion of existing systems in the Coastal District and Perry Urban District. ▪ Wastewater facilities with the capacity to serve up to 7.8 million gallons per day (MGD), potentially consisting of: <ul style="list-style-type: none"> ○ Two sub-regional facilities in the Coastal District and one sub-regional facility in the Perry Urban District; or ○ Expansion of existing systems in the Coastal District and Perry Urban District. 		
Public School Facilities		
<ul style="list-style-type: none"> ▪ Two Elementary Schools ▪ Two Middle Schools ▪ One High School 		
Parks and Recreation (2)		
<ul style="list-style-type: none"> ▪ 54 acres of parks ▪ 2 swimming access points ▪ 5 fishing access points ▪ 11 fishing boat ramps ▪ 2 acres of campground ▪ 108 picnic tables ▪ 5 miles of hiking trail ▪ 38 acres of managed conservation area ▪ 4 multi-purpose playing fields ▪ 9 baseball/softball fields 		

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<ul style="list-style-type: none">▪ 7 tennis courts
Drainage
<ul style="list-style-type: none">▪ All stormwater management facilities for new development will be provided in accordance criteria as established by the Suwannee River Water Management District (SRWMD), Florida Department of Environmental Protection (FDEP) and Taylor County.
Solid Waste
<ul style="list-style-type: none">▪ New solid waste disposal facility within Taylor County; or▪ Contracted service for privately-owned and operated solid waste facility.

Notes:

- (1) All transportation improvements listed may not be required, as this represents a conservative estimate of maximum potential traffic impacts and is provided for planning purposes. A combination of these (or other) improvements may be required to meet the County's projected level of service and system needs. Specific mitigation requirements will be determined at the time of development order approval
- (2) Available inventory of existing Parks and Recreational facilities is not maintained by the County. Actual facilities to be provided by new development shall be subject to available capacity and evaluated at the time of DRI application.

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CONCURRENCY MANAGEMENT SYSTEM

~~Chapter 9J-5, Florida Administrative Code~~ **Section 163.3180(1)(b) Florida Statutes, as amended,** requires the adoption of a concurrency management system to ensure that facilities and services needed to support development are available concurrent with the impacts of such development. This concurrency management system is designed to ensure that prior to the issuance of a development order and development permit, that the adopted level of service standards required within this Comprehensive Plan for roads, potable water, sanitary sewer, solid waste, drainage, and recreation and open space will be maintained.

The County has adopted policies within this Comprehensive Plan, which establish level of service standards for public facilities. The concurrency management system, in turn, provides a mechanism for the County to ensure the maintenance of the standards concurrent with the impacts of development.

PURPOSE AND OVERVIEW

The County shall require a concurrency review be made with applications for development approvals and a Certificate of Concurrency issued prior to development. If the application is deemed concurrent, a Certificate of Concurrency will be issued by the Land Development Regulation Administrator. If the development requires any other development permit, a copy of the Certificate of Concurrency shall be included with any future application for a development permit. A separate concurrency review shall not be required for each development permit for the same project.

For purposes of this Concurrency Management System, a development order means any order granting, denying, or granting with conditions an application for a development permit. Development permit includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

Concurrency review addresses only the availability of public facilities and capacity of services and a Certificate of Concurrency does not represent overall development approval. If the application for development is not concurrent, the applicant shall be notified that a certificate cannot be issued for the development. The burden of showing compliance with the adopted levels of service and meeting the concurrency test shall be upon the applicant.

The County shall review applications for development and a development approval shall be issued only if the proposed development does not lower the existing level of service of public facilities and services below the adopted level of service in this Comprehensive Plan.

The minimum requirements for concurrency within this management system are as follows:

1. For Sanitary Sewer, Solid Waste, Drainage and Potable Water Facilities
 - (a) A development order or permit may be issued, subject to the condition that, at the time of issuance of a certificate of occupancy or its functional equivalent, if the necessary facilities and services are in place and available to serve the new development; or
 - (b) At the time the development order or permit is issued, the necessary public facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent.
2. For Parks and Recreation Facilities

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- (a) The County hereby opts out of state-mandated parks and recreation facilities concurrency requirements.**
- ~~(a) At the time the development order or permit is issued, the necessary facilities and services are in place or under actual construction; or~~
- ~~(b) A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by the County, or funds in the amount of the developer's fair share are committed; and~~
- ~~(1) A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent as provided in the County's adopted 5 Year Schedule of the Capital Improvements Element; or~~
- ~~(2) At the time the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than one year or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent; or~~
- ~~(3) At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.~~

3. For Transportation Facilities

- (a) The County hereby opts out of state-mandated transportation concurrency requirements.**
- ~~(a) At the time a development order or permit is issued the necessary facilities and services are in place or under construction; or~~
- ~~(b) A development order or permit is issued, subject to the condition that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction no more than three years after issuance of a certificate of occupancy or its function equivalent as provided in the County's 5 Year Schedule of the Capital Improvements Element. The schedule of capital improvements may recognize and include transportation projects included in the first three years of the applicable, adopted Florida Department of Transportation five year work program, for facilities not on the Florida Intrastate Highway System. In addition, the schedule of capital improvements may recognize and include transportation projects included in the applicable, adopted Florida Department of Transportation five year work program for facilities on the Florida Intrastate Highway System.~~
- ~~(c) At the time the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction nor more than three years after the issuance of a certificate of occupancy or its functional equivalent; or~~

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- ~~(d) At the time a development order or permit is issued the necessary facilities and services are guaranteed on an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent.~~

CONCURRENCY DETERMINATION PROCEDURES

A concurrency test shall be made of the following public facilities and services for which level of service standards have been established in this Comprehensive Plan, which are: ~~(1) traffic circulation, (21)~~ sanitary sewer, ~~(32)~~ solid waste, ~~(43)~~ drainage, **and** ~~(54)~~ potable water ~~(5) recreation and open space.~~

The concurrency test for facilities and services will be determined by comparing the available capacity of a facility or service to the demand created by the proposed project. Available capacity will be determined by adding together the total excess capacity of existing facilities and the total capacity of any new facilities which meet the previously defined concurrency standards and subtracting any capacity committed through concurrency reservations or previously approved development orders.

1. For development orders and permits, the following determination procedures shall apply, as follows:
 - (a) If an applicant desires to determine whether there is sufficient capacity to accommodate their proposed project, the Land Development Regulation Administrator shall make an informal non-binding determination of whether there appears to be sufficient capacity in the public facilities and services to satisfy the demands of the proposed project.

If there appears to be insufficient capacity, the Land Development Regulation Administrator shall then make a determination of what public facilities or services would be deficient if the proposed project were approved.
 - (b) There are certain development approvals that are ineligible to receive concurrency reservation because they are too conceptual and, consequently, do not allow an accurate assessment of public facility impacts. These development approvals are land use amendments to the Comprehensive Plan and rezoning requests. Those development approvals shall receive a non-binding concurrency determination.
 - (c) Any concurrency determination, whether requested as part of an application for development approval or without an application for development approval, is a non-binding determination of what public facilities and services are available at the date of inquiry. The issuance of a Certificate of Concurrency Compliance shall be the only binding action, which reserves capacity for public facilities and services.

~~2. For roadways determination procedures shall apply, as follows:~~

- ~~(a) The County shall provide level of service information as set forth in the most recent Data and Analysis Report in support of the County's Comprehensive Plan. If this level of service information indicates a level of service failure, the applicant may either (1) accept the level of service information as set forth in the most recent Data and Analysis Report supporting the County's Comprehensive Plan, or (2) prepare a more detailed Highway Capacity Analysis as outlined in the Highway Capacity Manual, 2000 or a speed and delay study following the procedures outlined by the Florida Department of Transportation, Site Impact Handbook, April 1997.~~

Words bolded and underlined are added

Words struck through are deleted

- (b) ~~If the applicant chooses to do a more detailed analysis the (1) applicant shall submit the completed alternative analysis to the Land Development Regulation Administrator for review, and (2) Land Development Regulation Administrator shall review the alternative analysis for accuracy and appropriate application of the methodology.~~
 - (c) ~~If the alternative methodology, after review and acceptance by the Land Development Regulation Administrator, indicates an acceptable level of service, the alternative methodology shall be used in place of the most recent Data and Analysis to support the County's Comprehensive Plan.~~
- 2.3.** For sanitary sewer, solid waste, drainage, **and** potable water, ~~and recreation and open space~~ determination procedures shall apply, as follows:
- (a) The County shall provide level of service information as set forth in the most recent Data and Analysis Report in support of the County's Comprehensive Plan.
 - (b) If such level of service information indicates that the proposed project would not result in a level of service failure, the concurrency determination would be that adequate facility capacity at acceptable levels of service was available.
 - (c) If such level of service information indicates that the proposed project would result in a level of service failure, the concurrency determination would be that adequate facility capacity at acceptable levels of service was not available at the date of application or inquiry.

**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



#22

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February 4, 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 #22 -
Big Bend Transit, Inc. - 5310 Grant Application -
Madison and Taylor 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

v:\chouse\letters\fdot\collins.ltr130201.22.docx

APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

1. TYPE OF SUBMISSION:			
Application – place an x in the box [] construction [x] non-construction		Pre-application – place an x in the box [] construction [XX] non-construction	
2. DATE SUBMITTED January 4, 2013		Applicant Identifier	
3. DATE RECEIVED BY STATE		State Application Identifier	
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	
5. APPLICANT INFORMATION			
Legal Name: Big Bend Transit, Inc.		Organizational Unit:	
		Department:	
Organizational DUNS: 11-432-8701		Division:	
Address: Post Office Box 1721		Name and telephone number of person to be contacted on matters involving this application (give area code)	
Street:		Prefix: Mr. First Name: Dino	
City: Tallahassee		Middle Name: James	
County: Leon		Last Name: Kaklamanos	
State: Florida Zip Code 32302		Suffix:	
Country: United States of America		Email: DinoK.BBT@icloud.com	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59-1909296		Phone Number (give area code) 850-574-6266	
		Fax Number (give area code) 850-574-1531	
8. TYPE OF APPLICATION: XX New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) <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) 20-509 TITLE (Name of Program): Non-Urbanized Area Formula		9. NAME OF FEDERAL AGENCY: Federal Transit Administration	
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Taylor and Madison Counties, Florida		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Operation and management of a coordinated transportation system	
13. PROPOSED PROJECT		14. CONGRESSIONAL DISTRICTS OF:	
Start Date: 10/1/13	09/30/14	a. Applicant Two(2)	b. Project Two(2)
End	Ending Date:		
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal	\$ 490,000	a. Yes. XX THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:	
b. Applicant	\$ 49,000	DATE: January 4, 2013	
c. State	\$ 685,245	b. No. PROGRAM IS NOT COVERED BY E. O. 12372.	
d. Local	\$	PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
e. Other	\$ 63,541	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?	
f. Program Income	\$	<input type="checkbox"/> Yes. If "Yes" attach an explanation. XX No	
g. TOTAL	\$ 1,238,786		
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: Dino	Middle Name: James	
Last Name: Kaklamanos		Suffix:	
b. Title: General Manager		c. Telephone Number (give area code) 850-574-6266	
d. Signature of Authorized Representative:		e. Date Signed: January 4, 2013	

CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c) <u>www.tripsflorida.org</u>	Estimated Cost
11. __. __	R	4	23' GASOLINE WITH LIFT, 12 AMB SEATS, 2 WHEEL CHAIR POSITIONS	\$254,784
11. __. __				
11. __. __				
11. __. __				
11. __. __				
Sub-total				\$254,784

EQUIPMENT REQUEST (c)

11. __. __				
11. __. __				
11. __. __				
11. __. __				
Sub-total				\$0

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

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

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

VEHICLE SUBTOTAL \$ 254,784 + EQUIPMENT SUBTOTAL \$ 0 = \$ 254,784

(x).

(x) X 80% = \$ 203,827.20 [Show this amount on Form 424 in block 15(a)]

Exhibit – A

Current System Description

Big Bend Transit, Inc. is a private non-profit corporation, incorporated in March 1978 whose mission statement is as follows:

To provide safe, reliable, courteous, and affordable transportation to the community while maintaining dignity and respect for our customers. This service will improve the quality of life for our customers by providing access to health care, education, employment, and recreation. We will constantly solicit feedback to improve our service to our customers as they will always be our highest priority.

The business affairs of Big Bend Transit, Inc. (BBT) are conducted by a Board of Directors. The operations of the corporation are directed by a General Manager. BBT employs operations, maintenance, fiscal and administrative personnel to accomplish the objectives of the corporate mission. BBT contracts with qualified local service providers to expand the resources available to accomplish the transportation and transportation related service requirements of the transportation disadvantaged.

BBT has been in business since July 1980. BBT has operated paratransit services in Gadsden County since 1981. BBT was designated as the Community Transportation Coordinator for Gadsden County in 1990 and remains the CTC today. BBT has operated paratransit services in Jefferson County since 1981. BBT was designated as the Community Transportation Coordinator for Jefferson County in 1990 and remains the CTC today. BBT has operated paratransit services in Leon County since 1985. BBT served as the Community Transportation Coordinator for Leon County from 1991 through 1995. BBT has operated paratransit services in Madison County since 1983. BBT was designated as the Community Transportation Coordinator for Madison County in 1990 and remains the CTC today. BBT has operated paratransit services in Taylor County since 1983. BBT was designated as the Community Transportation Coordinator for Taylor County in 1990 and remains the CTC today.

Big Bend Transit, Inc. (BBT) was chartered as a corporation not for profit under the Laws of the State of Florida in March 1978. The corporation was organized primarily to coordinate, consolidate, plan for and/or provide paratransit services for the elderly, handicapped, and other transportation disadvantaged groups in Madison, and Taylor Counties. The business affairs of the corporation are managed by a Board of Directors. BBT employs 62 persons involved in the management and operation of paratransit programs for the transportation disadvantaged. The staff is located in Tallahassee, Perry, and Madison, Florida

BBT has been coordinating multi-agency and general public transportation needs since 1980, accomplishing the provision of transportation services for multi-agency users and riders for varying purposes. BBT has been formally selected for the coordination and operation of paratransit services by local governments and endorsed by the Florida Commission for the Transportation Disadvantaged (CTD) (formerly the Florida Transportation Disadvantaged Commission, formerly the Florida Coordinating Council for the Transportation Disadvantaged).

Dino J. Kaklamanos will function as the Contract Manager and be responsible for the on-going supervision of the program which includes insurance, training and management, and administration of the agencies transportation program. Willie Anne Dicky is, currently the on-site/Transportation Manager for the counties of Madison and Taylor. She will be responsible for the day-to-day operational aspect of the coordinated system including staff supervision, operations control, safety management, and training, record keeping and reporting and functions to ensure a smooth and efficient operation.

Vehicle Maintenance

Maintenance of the BBT fleet is accomplished by BBT maintenance personnel in a BBT operated garage in Tallahassee (Leon County), and by contract with local garages in close proximity to the Madison and Perry operations offices. Work orders are issued by BBT supervisory personnel for scheduled and corrective maintenance requirements. Transit operators use a prepared checklist to perform daily inspections. When maintenance of a vehicle is required, a replacement vehicle is utilized to insure there is no disruption in service.

Taylor County Transportation Disadvantaged Program

BBT has operated paratransit services for the TD in Taylor County since 1983. In 1990, BBT was recommended for the designation as the CTC by the Taylor County Transportation Disadvantaged Coordinating Board to the North Central Florida Regional Planning Council, and approved by the CTD. BBT has remained the CTC and functions in this capacity currently. The program involves the coordination of transportation for multiple service agencies as well as the general public and the provision of transportation by BBT and other qualified carriers. In addition to demand response paratransit services, the program includes: 1) fixed route, fixed schedule "in-town" shuttle service through a Service Development Project with the FDOT, In Perry, 2) commuter vanpool services, and 3) Medicaid Non-Emergency transportation. Currently the program schedules approximately 81 trips per day with funding from 6 Local and State agencies along with the general public.

Madison County Transportation Disadvantaged Program

BBT has operated paratransit services for the transportation disadvantaged (TD) in Madison County since 1983. In 1990, BBT was recommended for the designation as the Community Transportation Coordinator (CTC) by the Madison County Transportation Disadvantaged Coordinating Board to the North Central Florida Regional Planning Council, and approved by the CTD. BBT has remained the CTC and functions in this capacity currently. The program involves the coordination of transportation for multiple service agencies as well as the general public, and the provision of transportation by BBT and other qualified carriers. In addition to demand response paratransit services, the program includes: 1) fix route, fixed schedule "in-town" shuttle service through a Service Development Project with the CTD in Madison, 2) coordination agreement with the Agency for health Care Administration and Agency for Persons with Disabilities and, 3) commuter vanpool service. Currently the program schedules approximately 66 trips each day with funding from nine Local and State agencies along with the general public.

The 11 Transportation Operators who will be driving the vehicles have an average of 18 years of experience in the coordinated paratransit industry; this includes one driver with a CDL class license. All drivers are required to complete all of the training and testing in accordance with rule Chapter 14-90 FAC and agency specific directives or requirements prior to operating any vehicle unsupervised. Noncompliance with any regulatory or agency specific guideline or requirement may result in the suspension or termination of employment. All employees are required to complete all training tasks detailed on the new hire Orientation Checklist. Each driver (and new hires) shall be given a minimum of 56 hours training by supervisory personnel. Prior to drivers operating any vehicle without supervision, instructional and procedural training will be completed to include at a minimum the following areas:

- SSPP
- SPP
- Transit system safety and operational policies and procedures
- Operational and vehicle inspections
- Equipment familiarization, including safety and emergency equipment, wheelchair lift, and restraining devices
- Basic operations and maneuvering
- Boarding and alighting of passengers
- Defensive driving
- Passenger assistance and securement
- Communication and handling of unsafe conditions, emergencies and security threats
- Application and compliance with applicable federal and state laws and regulations
- Emergency prevention, mitigation, preparedness, response and recovery

Please see the Annual Operations Report for Madison and Taylor Counties included with this application.

Exhibit – B

Proposed Project Description

The project of this grant application for Section 5310 is the continuation and expansion of the Coordinated Transportation System of Madison and Taylor Counties. The expenses to be included are operational and administrative, as detailed in the **Transportation-Related Operating and Administrative Expenses**.

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

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

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

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

Big Bend Transit, Inc. is a private, not for profit corporation, incorporated in March 1978 for the primary purpose of coordinating, consolidating, planning for and/or providing efficient and effective paratransit services for the elderly, handicapped, and other transportation disadvantaged persons (and groups), and to further, by study, research, evaluation, publications, education, advocacy, and consultation, the public knowledge of paratransit needs, patterns and opportunities for elderly, handicapped and transportation disadvantaged persons (and groups).

The operation of the transit system is directed by a General Manager. The equivalent of 62 operations, maintenance, and administrative personnel are employed by Big Bend Transit to accomplish the delivery of transportation services for the elderly and disabled persons in Madison and Taylor Counties.

Operations offices are located in Monticello (Jefferson County) and services Madison and Taylor Counties. The main office is located in Tallahassee (Leon County). A Transportation Manager, scheduler(s)/dispatcher(s), and an appropriate compliment of transit operators accommodate the

demand for transportation service in Madison and Taylor Counties. Big Bend Transit's Madison County, and Taylor County operations are supported by administrative and maintenance personnel and a maintenance/administration facility in Tallahassee (Leon County). Record keeping and training are all conducted at the Leon County facility.

Types of Service Provided

Big Bend Transit, Inc. (BBT) provides advanced reservation transportation services, demand response transportation services, fixed route transportation services and commuter vanpool transportation services. These services are provided to employment centers and to social service, health, medical, shopping, and recreational facilities. Intra- and inter-county transportation service is provided within/from each of the counties in the service area, with the emphasis on inter-county service being directed to Alachua and Leon Counties, which provide a high concentration of specialized medical services and employment opportunities in the Big Bend area of North Florida.

All transportation services are scheduled and dispatched by BBT personnel through the operations office. The current transportation service is available 6 days a week. With additional funding, Big Bend Transit plans on expanding it service to 7 days a week. The transportation services would be available 24-hours per day, seven days per week, but generally utilized between the hours of 6:00 AM until 8:00 PM. The transportation services provided by BBT would consolidate approximately 95% of the existing human services transportation in Madison and Taylor Counties. This would provide an alternative mode of, and in some instances the only opportunity transportation to the elderly, disabled and general public of the rural, non-urbanized area.

BBT services include, but are not limited to, intra- and inter-county advanced reservation, demand response, and fixed route services available to the elderly, disabled and general public in Madison, and Taylor Counties.

Big Bend Transit, Inc. offers the same extent and level of transportation services and fare schedule to sponsored T.D., non-sponsored T.D., and general public passengers. Contingent on availability of funds from the Transportation Disadvantaged Trust Fund, a reduced fare will be available to provide subsidized opportunities for non-sponsored transportation disadvantaged persons to obtain access to transportation for daily living needs when they are not sponsored for that need by any other available funding source.

Hours, Days and Conditions of Service

Advanced Reservation Service – curb-to-curb, intra- and inter-county, ambulatory/wheelchair, non-emergency transportation service.

- Monday through Sunday, 6:00 AM to 8:00 PM, excluding Thanksgiving Day, Christmas Day and New Year's Day.

Demand Response Service – curb-to-curb, ambulatory/wheelchair, non-emergency transportation service, requested by an agency and/or the general public, that is provided: 1) outside the specific areas

of services and/or specific periods of regular operation; or 2) without the proper notification.

- Seven (7) day per week, 24 hours per day, excluding Thanksgiving Day, Christmas Day and New Year's Day.

Fixed Route Service – intra-county route, ambulatory/wheelchair, non-emergency transportation service.

- Monday through Sunday, 6:00 AM to 6:00 PM, excluding Thanksgiving Day, Christmas Day and New Year's Day.

Vehicles and Maintenance

Currently, 20% of the vehicles servicing Madison and Taylor Counties will need to be replaced in the FY 2013/2014. Please see the attached 'Form C-3' which identifies these vehicles.

Big Bend Transit, Inc. (BBT) operates an in-house (majority of work completed in our facility) maintenance shop with our own personnel in Tallahassee, Florida. This gives us more control over the work being accomplished in an efficient and timely manner.

To decrease down time for vehicles needing maintenance and to avoid a disruption in service for our customers, we reserve a small number of vehicles for the maintenance department to use as exchange vehicles when vehicles come in from surrounding counties for scheduled maintenance. This works to our advantage that it allows us to have our mechanics do most of the work here in the maintenance shop. At times, it is necessary to dispatch one of our mechanics to do unscheduled repairs on an inoperable vehicle in order to be able to drive the vehicle to the shop.

Our maintenance facility is equipped with all of the tools, equipment and resources needed to do 99% of the work in-house. The only work we have to contract out for is extensive body and frame repairs. We use local dealers (Chevrolet and Ford) to accomplish warranty and manufacturers recall concerns. We strive to keep a good rapport with these dealers to decrease down time.

System Safety Plan

In the interest of safety and security, to implement the requirements of Florida Statute 341.061, "Transit Safety Standards; Inspection and System Safety Reviews", and to be in compliance with Chapter 14-90, Florida Administrative Code, "Equipment and Operational Safety Standards Governing Public Sector Bus Transit Systems", BBT has developed a System Safety Program Plan (SSPP). This SSPP is incorporated as the standard practice of the organization. Compliance with the SSPP is required of all employees.

Drug Free Work Place

In a commitment to safeguard the health of our employees and to provide a safe environment for everyone, Big Bend Transit, Inc. has established a drug-free workplace policy. This policy was implemented pursuant to the drug-free workplace program requirements under Florida Statutes 440.102 and Administrative Rule 59A-24 of the State of Florida Agency for Health Care Administration.



#23

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February 4, 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 #23 -
Big Bend Transit, Inc. - 5311 Operating Assistance Grant Application -
Madison and Taylor 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

v:\chouse\letters\fdot\collins.ltr130201.23.docx

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 January 4, 2013			Applicant Identifier		
3. DATE RECEIVED BY STATE			State Application Identifier		
4. DATE RECEIVED BY FEDERAL AGENCY			Federal Identifier		
5. APPLICANT INFORMATION					
Legal Name: Big Bend Transit, Inc.			Organizational Unit:		
			Department:		
Organizational DUNS: 11-432-8701			Division:		
Address: Post Office Box 1721			Name and telephone number of person to be contacted on matters involving this application (give area code)		
Street:			Prefix: Mr. First Name: Dino		
City: Tallahassee			Middle Name: James		
County: Leon			Last Name: Kaklamanos		
State: Florida Zip Code 32302			Suffix:		
Country: United States of America			Email: DinoK.BBT@icloud.com		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59-1909296			Phone Number (give area code) 850-574-6266		
			Fax Number (give area code) 850-574-1531		
8. TYPE OF APPLICATION: XX New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) <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) 20-509 TITLE (Name of Program): Non-Urbanized Area Formula			9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Taylor and Jefferson Madison, Florida			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Operation and management of a coordinated transportation system		
13. PROPOSED PROJECT			14. CONGRESSIONAL DISTRICTS OF:		
Start Date: 10/1/13		09/30/14	Ending Date:		a. Applicant Two(2)
End					b. Project Two(2)
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?		
a. Federal	\$ 539,890	00	a. Yes. XX THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:		
b. Applicant	\$ 539,890	00	DATE: January 4, 2013		
c. State	\$	00	b. No. PROGRAM IS NOT COVERED BY E. O. 12372.		
d. Local	\$	00	PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW		
e. Other	\$	00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?		
f. Program Income	\$ 281,573	00	<input type="checkbox"/> Yes. If "Yes" attach an explanation.		
g. TOTAL	\$ 1,361,353	00	XX 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: Dino		Middle Name: James	
Last Name: Kaklamanos				Suffix:	
b. Title: General Manager				c. Telephone Number (give area code) 850-574-6266	
d. Signature of Authorized Representative:				e. Date Signed: January 4, 2013	

All Applicants

EXHIBIT A-1 FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED *
1. Number of one-way passenger trips.* PER YEAR	45,703	46,846
2. Number of individuals served unduplicated (first ride per rider per fiscal year). PER YEAR	9,059	9,285
3. Number of vehicles used for this service. ACTUAL	21	22
4. Number of ambulatory seats. AVERAGE PER VEHICLE (Total ambulatory seats divided by total number of fleet vehicles)	10	10
5. Number of wheelchair positions. AVERAGE PER VEHICLE (Total wheelchair positions divided by total number of fleet vehicles)	2	2
6. Vehicle Miles traveled. PER YEAR	448,914	460,137
7. Average vehicle miles PER DAY	1,558	1,597
8. Normal vehicle hours in operation. PER DAY	75.50	77.39
9. Normal number of days in operation. PER WEEK	6	7
10. Trip length (roundtrip). AVERAGE	20 Miles	20 Miles

* 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 – A

Current System Description

Big Bend Transit, Inc. is a private non-profit corporation, incorporated in March 1978 whose mission statement is as follows:

To provide safe, reliable, courteous, and affordable transportation to the community while maintaining dignity and respect for our customers. This service will improve the quality of life for our customers by providing access to health care, education, employment, and recreation. We will constantly solicit feedback to improve our service to our customers as they will always be our highest priority.

The business affairs of Big Bend Transit, Inc. (BBT) are conducted by a Board of Directors. The operations of the corporation are directed by a General Manager. BBT employs operations, maintenance, fiscal and administrative personnel to accomplish the objectives of the corporate mission. BBT contracts with qualified local service providers to expand the resources available to accomplish the transportation and transportation related service requirements of the transportation disadvantaged.

BBT has been in business since July 1980. BBT has operated paratransit services in Gadsden County since 1981. BBT was designated as the Community Transportation Coordinator for Gadsden County in 1990 and remains the CTC today. BBT has operated paratransit services in Jefferson County since 1981. BBT was designated as the Community Transportation Coordinator for Jefferson County in 1990 and remains the CTC today. BBT has operated paratransit services in Leon County since 1985. BBT served as the Community Transportation Coordinator for Leon County from 1991 through 1995. BBT has operated paratransit services in Madison County since 1983. BBT was designated as the Community Transportation Coordinator for Madison County in 1990 and remains the CTC today. BBT has operated paratransit services in Taylor County since 1983. BBT was designated as the Community Transportation Coordinator for Taylor County in 1990 and remains the CTC today.

Big Bend Transit, Inc. (BBT) was chartered as a corporation not for profit under the Laws of the State of Florida in March 1978. The corporation was organized primarily to coordinate, consolidate, plan for and/or provide paratransit services for the elderly, handicapped, and other transportation disadvantaged groups in Madison, and Taylor Counties. The business affairs of the corporation are managed by a Board of Directors. BBT employs 62 persons involved in the management and operation of paratransit programs for the transportation disadvantaged. The staff is located in Tallahassee, Perry, and Madison, Florida

BBT has been coordinating multi-agency and general public transportation needs since 1980, accomplishing the provision of transportation services for multi-agency users and riders for varying purposes. BBT has been formally selected for the coordination and operation of paratransit services by local governments and endorsed by the Florida Commission for the Transportation Disadvantaged (CTD) (formerly the Florida Transportation Disadvantaged Commission, formerly the Florida Coordinating Council for the Transportation Disadvantaged).

Dino J. Kaklamanos will function as the Contract Manager and be responsible for the on-going supervision of the program which includes insurance, training and management, and administration of the agencies transportation program. Willie Anne Dicky is, currently the on-site/Transportation Manager for the counties of Madison and Taylor. She will be responsible for the day-to-day operational aspect of the coordinated system including staff supervision, operations control, safety management, and training, record keeping and reporting and functions to ensure a smooth and efficient operation.

Vehicle Maintenance

Maintenance of the BBT fleet is accomplished by BBT maintenance personnel in a BBT operated garage in Tallahassee (Leon County), and by contract with local garages in close proximity to the Madison and Perry operations offices. Work orders are issued by BBT supervisory personnel for scheduled and corrective maintenance requirements. Transit operators use a prepared checklist to perform daily inspections. When maintenance of a vehicle is required, a replacement vehicle is utilized to insure there is no disruption in service.

Taylor County Transportation Disadvantaged Program

BBT has operated paratransit services for the TD in Taylor County since 1983. In 1990, BBT was recommended for the designation as the CTC by the Taylor County Transportation Disadvantaged Coordinating Board to the North Central Florida Regional Planning Council, and approved by the CTD. BBT has remained the CTC and functions in this capacity currently. The program involves the coordination of transportation for multiple service agencies as well as the general public and the provision of transportation by BBT and other qualified carriers. In addition to demand response paratransit services, the program includes: 1) fixed route, fixed schedule "in-town" shuttle service through a Service Development Project with the FDOT, In Perry, 2) commuter vanpool services, and 3) Medicaid Non-Emergency transportation. Currently the program schedules approximately 81 trips per day with funding from 6 Local and State agencies along with the general public.

Madison County Transportation Disadvantaged Program

BBT has operated paratransit services for the transportation disadvantaged (TD) in Madison County since 1983. In 1990, BBT was recommended for the designation as the Community Transportation Coordinator (CTC) by the Madison County Transportation Disadvantaged Coordinating Board to the North Central Florida Regional Planning Council, and approved by the CTD. BBT has remained the CTC and functions in this capacity currently. The program involves the coordination of transportation for multiple service agencies as well as the general public, and the provision of transportation by BBT and other qualified carriers. In addition to demand response paratransit services, the program includes: 1) fix route, fixed schedule "in-town" shuttle service through a Service Development Project with the CTD in Madison, 2) coordination agreement with the Agency for health Care Administration and Agency for Persons with Disabilities and, 3) commuter vanpool service. Currently the program schedules approximately 66 trips each day with funding from nine Local and State agencies along with the general public.

The 11 Transportation Operators who will be driving the vehicles have an average of 18 years of experience in the coordinated paratransit industry; this includes one driver with a CDL class license. All drivers are required to complete all of the training and testing in accordance with rule Chapter 14-90 FAC and agency specific directives or requirements prior to operating any vehicle unsupervised. Noncompliance with any regulatory or agency specific guideline or requirement may result in the suspension or termination of employment. All employees are required to complete all training tasks detailed on the new hire Orientation Checklist. Each driver (and new hires) shall be given a minimum of 56 hours training by supervisory personnel. Prior to drivers operating any vehicle without supervision, instructional and procedural training will be completed to include at a minimum the following areas:

- SSPP
- SPP
- Transit system safety and operational policies and procedures
- Operational and vehicle inspections
- Equipment familiarization, including safety and emergency equipment, wheelchair lift, and restraining devices
- Basic operations and maneuvering
- Boarding and alighting of passengers
- Defensive driving
- Passenger assistance and securement
- Communication and handling of unsafe conditions, emergencies and security threats
- Application and compliance with applicable federal and state laws and regulations
- Emergency prevention, mitigation, preparedness, response and recovery
- Wheelchair lift

Please see the Annual Operations Report for Madison and Taylor Counties included with this application.

Exhibit – B

Proposed Project Description

The project of this grant application for Section 5311 is for the continuation and expansion of the Coordinated Transportation System of Madison and Taylor Counties. The expenses to be included are operational and administrative, as detailed in the **Transportation-Related Operating and Administrative Expenses**.

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

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

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

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

Big Bend Transit, Inc. is a private, not for profit corporation, incorporated in March 1978 for the primary purpose of coordinating, consolidating, planning for and/or providing efficient and effective paratransit services for the elderly, handicapped, and other transportation disadvantaged persons (and groups), and to further, by study, research, evaluation, publications, education, advocacy, and consultation, the public knowledge of paratransit needs, patterns and opportunities for elderly, handicapped and transportation disadvantaged persons (and groups).

The operation of the transit system is directed by a General Manager. The equivalent of 62 operations, maintenance, and administrative personnel are employed by Big Bend Transit to accomplish the delivery of transportation services for the elderly and disabled persons in Madison and Taylor Counties.

Operations offices are located in Monticello (Jefferson County) and services Madison and Taylor Counties. The main office is located in Tallahassee (Leon County). A Transportation Manager, scheduler(s)/dispatcher(s), and an appropriate compliment of transit operators accommodate the

demand for transportation service in Madison and Taylor Counties. Big Bend Transit's Madison County, and Taylor County operations are supported by administrative and maintenance personnel and a maintenance/administration facility in Tallahassee (Leon County). Record keeping and training are all conducted at the Leon County facility.

Types of Service Provided

Big Bend Transit, Inc. (BBT) provides advanced reservation transportation services, demand response transportation services, fixed route transportation services and commuter vanpool transportation services. These services are provided to employment centers and to social service, health, medical, shopping, and recreational facilities. Intra- and inter-county transportation service is provided within/from each of the counties in the service area, with the emphasis on inter-county service being directed to Alachua and Leon Counties, which provide a high concentration of specialized medical services and employment opportunities in the Big Bend area of North Florida.

All transportation services are scheduled and dispatched by BBT personnel through the operations office. The current transportation service is available 6 days a week. With additional funding, Big Bend Transit plans on expanding its service to 7 days a week. The transportation services would be available 24-hours per day, seven days per week, but generally utilized between the hours of 6:00 AM until 8:00 PM. The transportation services provided by BBT would consolidate approximately 95% of the existing human services transportation in Madison and Taylor Counties. This would provide an alternative mode of, and in some instances the only opportunity transportation to the elderly, disabled and general public of the rural, non-urbanized area.

BBT services include, but are not limited to, intra- and inter-county advanced reservation, demand response, and fixed route services available to the elderly, disabled and general public in Madison, and Taylor Counties.

Big Bend Transit, Inc. offers the same extent and level of transportation services and fare schedule to sponsored T.D., non-sponsored T.D., and general public passengers. Contingent on availability of funds from the Transportation Disadvantaged Trust Fund, a reduced fare will be available to provide subsidized opportunities for non-sponsored transportation disadvantaged persons to obtain access to transportation for daily living needs when they are not sponsored for that need by any other available funding source.

Hours, Days and Conditions of Service

Advanced Reservation Service – curb-to-curb, intra- and inter-county, ambulatory/wheelchair, non-emergency transportation service.

- Monday through Sunday, 6:00 AM to 8:00 PM, excluding Thanksgiving Day, Christmas Day and New Year's Day.

Demand Response Service – curb-to-curb, ambulatory/wheelchair, non-emergency transportation service, requested by an agency and/or the general public, that is provided: 1) outside the specific areas

of services and/or specific periods of regular operation; or 2) without the proper notification.

- Seven (7) day per week, 24 hours per day, excluding Thanksgiving Day, Christmas Day and New Year's Day.

Fixed Route Service – intra-county route, ambulatory/wheelchair, non-emergency transportation service.

- Monday through Sunday, 6:00 AM to 6:00 PM, excluding Thanksgiving Day, Christmas Day and New Year's Day.

Vehicles and Maintenance

Currently, 20% of the vehicles servicing Madison and Taylor Counties will need to be replaced in the FY 2013/2014. Please see the attached 'Form C-3' which identifies these vehicles.

Big Bend Transit, Inc. (BBT) operates an in-house (majority of work completed in our facility) maintenance shop with our own personnel in Tallahassee, Florida. This gives us more control over the work being accomplished in an efficient and timely manner.

To decrease down time for vehicles needing maintenance and to avoid a disruption in service for our customers, we reserve a small number of vehicles for the maintenance department to use as exchange vehicles when vehicles come in from surrounding counties for scheduled maintenance. This works to our advantage that it allows us to have our mechanics do most of the work here in the maintenance shop. At times, it is necessary to dispatch one of our mechanics to do unscheduled repairs on an inoperable vehicle in order to be able to drive the vehicle to the shop.

Our maintenance facility is equipped with all of the tools, equipment and resources needed to do 99% of the work in-house. The only work we have to contract out for is extensive body and frame repairs. We use local dealers (Chevrolet and Ford) to accomplish warranty and manufactures recall concerns. We strive to keep a good rapport with these dealers to decrease down time.

System Safety Plan

In the interest of safety and security, to implement the requirements of Florida Statute 341.061, "Transit Safety Standards; Inspection and System Safety Reviews", and to be in compliance with Chapter 14-90, Florida Administrative Code, "Equipment and Operational Safety Standards Governing Public Sector Bus Transit Systems", BBT has developed a System Safety Program Plan (SSPP). This SSPP is incorporated as the standard practice of the organization. Compliance with the SSPP is required of all employees.

Drug Free Work Place

In a commitment to safeguard the health of our employees and to provide a safe environment for everyone, Big Bend Transit, Inc. has established a drug-free workplace policy. This policy was implemented pursuant to the drug-free workplace program requirements under Florida Statutes 440.102 and Administrative Rule 59A-24 of the State of Florida Agency for Health Care Administration.



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February 4, 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 #24 -
 Suwannee River Economic Council, Inc. - 5311 Operating Assistance Grant Application -
 Bradford County, Florida

Dear Ms. Collins:

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

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

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 – place an x in the box <input type="checkbox"/> construction <input checked="" type="checkbox"/> non-construction			Pre-application – place an x in the box <input type="checkbox"/> construction <input type="checkbox"/> non-construction		
2. DATE SUBMITTED 01/04/2013			Applicant Identifier		
3. DATE RECEIVED BY STATE			State Application Identifier		
4. DATE RECEIVED BY FEDERAL AGENCY			Federal Identifier		
5. APPLICANT INFORMATION					
Legal Name: Suwannee River Economic Council, Inc.			Organizational Unit:		
			Department: Administration		
Organizational DUNS: 040207904			Division:		
Address: PO Box 70, Live Oak FL 32064			Name and telephone number of person to be contacted on matters involving this application (give area code)		
Street: 1171 Nobles Ferry Road			Prefix: Ms. First Name: Frances		
City: Live Oak			Middle Name: L.		
County: Suwannee			Last Name: Terry		
State: FL Zip Code: 32064			Suffix:		
Country: USA			Email: francesterry@suwanneec.net		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59-1101989			Phone Number (give area code) 386-362-4115		
			Fax Number (give area code) 386-362-4078		
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) Other (specify) Non-Profit		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) TITLE (Name of Program): 20-509			9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Bradford County, Florida			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Provide transportation services for the transportation disadvantaged		
13. PROPOSED PROJECT Start Date: 10/01/2013 Ending Date: 09/30/2014			14. CONGRESSIONAL DISTRICTS OF: a. Applicant Third b. Project Third		
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?		
a. Federal	\$ 140,000	00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: 01/04/2013		
b. Applicant	\$	00			
c. State	\$	00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372.		
d. Local	\$ 140,000	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	\$ 280,000	00			
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					
a. Authorized Representative					
Prefix: Ms.		First Name: Frances		Middle Name: L.	
Last Name: Terry				Suffix:	
b. Title: Executive Director				c. Telephone Number (give area code) 386-362-4115	
d. Signature of Authorized Representative:				e. Date Signed: 01/04/2013	

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PART B

All Applicants

EXHIBIT A-1 FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED *
1. Number of one-way passenger trips.* PER YEAR	35,177	35,177
2. Number of individuals served unduplicated (first ride per rider per fiscal year). PER YEAR	512	512
3. Number of vehicles used for this service. ACTUAL	9	9
4. Number of ambulatory seats. AVERAGE PER VEHICLE (Total ambulatory seats divided by total number of fleet vehicles)	8	8
5. Number of wheelchair positions. AVERAGE PER VEHICLE (Total wheelchair positions divided by total number of fleet vehicles)	2	2
6. Vehicle Miles traveled. PER YEAR	130,209	130,209
7. Average vehicle miles PER DAY	357	357
8. Normal vehicle hours in operation. PER DAY	12	12
9. Normal number of days in operation. PER WEEK	6	6
10. Trip length (roundtrip). AVERAGE	16	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

Exhibit A

Suwannee River Economic Council, Inc. is a non profit organization chartered in 1964 whose purpose is to provide services to low income and elderly citizens to alleviate poverty. SREC, Inc. currently is the state designated transportation provider in four rural North Florida counties including Dixie, Bradford, Gilchrist, and Lafayette County. A voluntary Board of Directors governs SREC, Inc. The Board employs an Executive Director, who has normal CEO responsibilities with the agency and the many programs it administers. SREC, Inc. has four program directors providing direct supervision of the ongoing programs, including transportation. The Director of Transportation is Matt Pearson. He is responsible for management, training and administration of the Transportation program. Currently, SREC, Inc. has approximately twenty transportation employees on staff to help in this endeavor.

As the Community Transportation Coordinator for four rural counties in North Florida, SREC, Inc. operates partial brokerages with all trips provided by SREC, Inc. including stretcher services, which was added in October, 2010. SREC, Inc. provides mainly demand response services. SREC, Inc. requires twenty four hour notice for trip request.

Bradford County is an extremely rural community. There are minimal medical facilities available to the residents. Therefore, the vast majority of medical appointments are made in Gainesville where facilities are more prevalent. It is over 40 miles to Gainesville where these appointments are necessary.

Currently, in Bradford County, SREC, Inc. uses one dispatcher/scheduler and averages five drivers using five vans for daily services. SREC, Inc. anticipates providing 35,177 trips in the upcoming year. Trip purposes include medical, nutritional, shopping, and employment. A planned trip schedule for out of County trips is in place to allow for increased ridership on long trips. Currently, the schedule allows for trips to Gainesville Monday through Friday. Multiple trips are made on Mondays and Wednesdays to Gainesville to provide enough seat capacity for those in need. Trips are also scheduled weekly to Lake City and multiple trips daily in and around Bradford County.

SREC, Inc. has maintained excellent safety and training records and continues to provide safe, efficient, cost effective services for the residents of Bradford County, Florida who need transportation services. In fact, SREC, Inc. has recently gone through the process of updating all of its safety records including the newly updated SSPP.

Exhibit B

The requested 5311 funding should help maintain the existing levels of service currently being provided by continuing to offset the cost of services by providing necessary operating funding assistance. Due to the rural nature of Bradford County, trip lengths are increased due to minimal medical facilities, therefore, increasing cost. However, with local Governments providing limited local resources and the continued reductions in the State Medicaid allocation as well as reductions in the Transportation Disadvantaged Trust Funds, the 5311 program funding funds fill the gap and allow for transportation services to be provided in rural areas like Bradford County. Therefore, the requested 5311 funding helps offset the cost of the entire transportation system and allows for continued transportation services to be provided to those in need in Bradford County.

Suwannee River Economic Council, Inc. is a private non profit agency. The project will be in Bradford County. Employees are not represented by a Union.



#25

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February 4, 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 #25 -
Suwannee River Economic Council, Inc. - 5311 Operating Assistance Grant Application -
Dixie 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:			Pre-application – place an x in the box		
Application – place an x in the box			[] construction		
[] construction			[] non-construction		
[x] non-construction			Applicant Identifier		
2. DATE SUBMITTED 1/04/2013			State Application Identifier		
3. DATE RECEIVED BY STATE			Federal Identifier		
4. DATE RECEIVED BY FEDERAL AGENCY					
5. APPLICANT INFORMATION					
Legal Name: Suwannee River Economic Council, Inc.			Organizational Unit:		
			Department: Administration		
Organizational DUNS: 040207904			Division:		
Address:			Name and telephone number of person to be contacted on matters involving this application (give area code)		
PO Box 70, Live Oak FL 32064			Prefix: Ms. First Name: Frances		
Street: 1171 Nobles Ferry Road			Middle Name: L.		
City: Live Oak			Last Name: Terry		
County: Suwannee			Suffix:		
State: FL Zip Code: 32064			Email: francesterry@suwanneec.net		
Country: USA			Phone Number (give area code) 386-362-4115		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59-1101989			Fax Number (give area code) 386-362-4078		
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) Other (specify) Non-Profit		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) TITLE (Name of Program): 20-509			9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Dixie County, Florida			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Provide transportation services for the transportation disadvantaged		
13. PROPOSED PROJECT			14. CONGRESSIONAL DISTRICTS OF:		
Start Date: 10/01/2013		Ending Date: 09/30/2014	a. Applicant Third		b. Project Third
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?		
a. Federal	\$ 115,000	00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:		
b. Applicant	\$	00	DATE: 01/04/2013		
c. State	\$	00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372.		
d. Local	\$ 115,000	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	\$ 230,000	00			
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					
a. Authorized Representative					
Prefix: Ms.		First Name: Frances		Middle Name: L.	
Last Name: Terry				Suffix:	
b. Title: Executive Director				c. Telephone Number (give area code) 386-362-4115	
d. Signature of Authorized Representative:				e. Date Signed: 1/04/2013	

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All Applicants

EXHIBIT A-1 FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED *
1. Number of one-way passenger trips.* PER YEAR	8,247	8,247
2. Number of individuals served unduplicated (first ride per rider per fiscal year). PER YEAR	406	406
3. Number of vehicles used for this service. ACTUAL	9	9
4. Number of ambulatory seats. AVERAGE PER VEHICLE (Total ambulatory seats divided by total number of fleet vehicles)	8	8
5. Number of wheelchair positions. AVERAGE PER VEHICLE (Total wheelchair positions divided by total number of fleet vehicles)	2	2
6. Vehicle Miles traveled. PER YEAR	137,444	137,444
7. Average vehicle miles PER DAY	441	441
8. Normal vehicle hours in operation. PER DAY	12	12
9. Normal number of days in operation. PER WEEK	6	6
10. Trip length (roundtrip). AVERAGE	32	32

* 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 A

Suwannee River Economic Council, Inc. is a non profit organization chartered in 1964 whose purpose is to provide services to low income and elderly citizens to alleviate poverty. SREC, Inc. currently is the state designated transportation provider in four rural North Florida counties including Dixie, Bradford, Gilchrist, and Lafayette County. A voluntary Board of Directors governs SREC, Inc. The Board employs an Executive Director, who has normal CEO responsibilities with the agency and the many programs it administers. SREC, Inc has four program directors providing direct supervision of the ongoing programs, including transportation. The Director of Transportation is Matt Pearson. He is responsible for management, training and administration of the Transportation program. Currently, SREC, Inc. has approximately twenty transportation employees on staff to help in this endeavor.

As the Community Transportation Coordinator for four rural counties in North Florida counties, SREC, Inc. operates partial brokerages with all trips provided by SREC, Inc. with the exception of stretcher services, which are contracted to a private contractor. SREC, Inc. provides mainly demand response services. SREC, Inc. requires twenty four hour notice for trip request.

Dixie County is a rural community. There are minimal medical facilities available to the residents. Therefore, the vast majority of medical appointments are made in Gainesville where facilities are more prevalent. It is over 60 miles to Gainesville where these appointments are necessary.

Currently, in Dixie County, SREC, Inc. uses one dispatcher/scheduler and averages four drivers using four vans for daily services. SREC, Inc. anticipates providing 8,247 trips in the upcoming year. Trip purposes include medical, nutritional, shopping, and employment. A planned trip schedule for out of County trips is in place to allow for increased ridership on long trips. Currently, the schedule allows for two trips to Gainesville Monday thru Friday. Trips are also scheduled daily to Chiefland, as well as multiple trips daily in and around Dixie County.

SREC, Inc. has maintained excellent safety and training records and continues to provide safe, efficient, cost effective services for the residents of Dixie County, Florida who need transportation services. In fact, SREC, Inc. has recently gone through process of updating all of its safety records including the newly updated SSPP.

Exhibit B

The requested 5311 funding should help maintain the existing levels of service currently being provided by continuing to offset the cost of services by providing necessary operating funding assistance. Due to the rural nature of Dixie County, trip lengths are increased due to minimal medical facilities, therefore, increasing cost. However, with local Governments providing limited local resources and the continued reductions in the State Medicaid allocation as well as reductions in the Transportation Disadvantaged Trust Funds, the 5311 program funding funds fill the gap and allow for transportation services to be provided in rural areas like Dixie County. Therefore, the requested 5311 funding helps offset the cost of the entire transportation system and allows for continued transportation services to be provided to those in need in Dixie County.

Suwannee River Economic Council, Inc. is a private non profit agency. The project will be in Dixie County. Employees are not represented by a Union.



#26

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February 4, 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 #26 -
Suwannee River Economic Council, Inc. - 5311 Operating Assistance Grant Application -
Gilchrist 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.ltr130201.26.docx

APPLICATION FOR FEDERAL ASSISTANCE

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 1/4/2013			Applicant Identifier		
3. DATE RECEIVED BY STATE			State Application Identifier		
4. DATE RECEIVED BY FEDERAL AGENCY			Federal Identifier		
5. APPLICANT INFORMATION					
Legal Name: Suwannee River Economic Council, Inc.			Organizational Unit:		
			Department: Administration		
Organizational DUNS: 040207904			Division:		
Address: PO Box 70, Live Oak FL 32064			Name and telephone number of person to be contacted on matters involving this application (give area code)		
Street: 1171 Nobles Ferry Road			Prefix: Ms. First Name: Frances		
City: Live Oak			Middle Name: L.		
County: Suwannee			Last Name: Terry		
State: FL Zip Code: 32064			Suffix:		
Country: USA			Email: francesterry@suwanneec.net		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59-1101989			Phone Number (give area code) 386-362-4115		
			Fax Number (give area code) 386-362-4078		
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) Other (specify) Non-Profit		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) TITLE (Name of Program): 20-509			9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Gilchrist County, Florida			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Provide transportation services for the transportation disadvantaged		
13. PROPOSED PROJECT			14. CONGRESSIONAL DISTRICTS OF:		
Start Date: 10/01/2013		Ending Date: 09/30/2014	a. Applicant Third		b. Project Third
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?		
a. Federal	\$ 110,000	00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:		
b. Applicant	\$	00	DATE: 1/4/2013		
c. State	\$	00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372.		
d. Local	\$ 110,000	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	\$ 220,000	00			
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					
a. Authorized Representative					
Prefix: Ms.		First Name: Frances		Middle Name: L.	
Last Name: Terry				Suffix:	
b. Title: Executive Director		c. Telephone Number (give area code) 386-362-4115			
d. Signature of Authorized Representative:		e. Date Signed: 1/4/2013			

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All Applicants

EXHIBIT A-1 FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED *
1. Number of one-way passenger trips.* PER YEAR	4,702	4,702
2. Number of individuals served unduplicated (first ride per rider per fiscal year). PER YEAR	349	349
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)	8	8
5. Number of wheelchair positions. AVERAGE PER VEHICLE (Total wheelchair positions divided by total number of fleet vehicles)	2	2
6. Vehicle Miles traveled. PER YEAR	93,550	93,550
7. Average vehicle miles PER DAY	300	300
8. Normal vehicle hours in operation. PER DAY	12	12
9. Normal number of days in operation. PER WEEK	6	6
10. Trip length (roundtrip). AVERAGE	21	21

* 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 A

Suwannee River Economic Council, Inc. is a non profit organization chartered in 1964 whose purpose is to provide services to low income and elderly citizens to alleviate poverty. SREC, Inc. currently is the state designated transportation provider in four rural North Florida counties including Dixie, Bradford, Gilchrist, and Lafayette County. A voluntary Board of Directors governs SREC, Inc. The Board employs an Executive Director, who has normal CEO responsibilities with the agency and the many programs it administers. SREC, Inc has four program directors providing direct supervision of the ongoing programs, including transportation. The Director of Transportation is Matt Pearson. He is responsible for management, training and administration of the Transportation program. Currently, SREC, Inc. has approximately twenty transportation employees on staff to help in this endeavor.

As the Community Transportation Coordinator for four rural counties in North Florida counties, SREC, Inc. operates partial brokerages with all trips provided by SREC, Inc. with the exception of stretcher services, which are contracted to a private contactor. SREC, Inc. provides mainly demand response services. SREC, Inc. requires twenty four hour notice for trip request.

Gilchrist County is a rural community. There are minimal medical facilities available to the residents. Therefore, the vast majority of medical appointments are made in Gainesville where facilities are more prevalent. It is over 30 miles to Gainesville where these appointments are necessary.

Currently, in Gilchrist County, SREC, Inc. uses one dispatcher/scheduler and averages four drivers using four vans for daily services. SREC, Inc. anticipates providing 4,702 trips in the upcoming year. Trip purposes include medical, nutritional, shopping, and employment. A planned trip schedule for out of County trips is in place to allow for increased ridership on long trips. Currently, the schedule allows for two trips to Gainesville Monday thru Friday. Trips are also scheduled daily to Chiefland, as well as multiple trips daily in and around Gilchrist County.

SREC, Inc. has maintained excellent safety and training records and continues to provide safe, efficient, cost effective services for the residents of Bradford County, Florida who need transportation services. In fact, SREC, Inc. has recently gone through process of updating all of its safety records including the newly updated SSPP.

Exhibit B

The requested 5311 funding should help maintain the existing levels of service currently being provided by continuing to offset the cost of services by providing necessary operating funding assistance. Due to the rural nature of Gilchrist County, trip lengths are increased due to minimal medical facilities, therefore, increasing cost. However, with local Governments providing limited local resources and the continued reductions in the State Medicaid allocation as well as reductions in the Transportation Disadvantaged Trust Funds, the 5311 program funding funds fill the gap and allow for transportation services to be provided in rural areas like Gilchrist County. Therefore, the requested 5311 funding helps offset the cost of the entire transportation system and allows for continued transportation services to be provided to those in need in Gilchrist County.

Suwannee River Economic Council, Inc. is a private non profit agency. The project will be in Gilchrist County. Employees are not represented by a Union.



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February 4, 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 #27 -
Suwannee River Economic Council, Inc. - 5311 Operating Assistance Grant Application -
Lafayette 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.ltr130201.27.docx

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION:			Pre-application – place an x in the box		
Application – place an x in the box			<input type="checkbox"/> construction		
<input type="checkbox"/> construction			<input type="checkbox"/> non-construction		
<input checked="" type="checkbox"/> non-construction					
2. DATE SUBMITTED 01/04/2013			Applicant Identifier		
3. DATE RECEIVED BY STATE			State Application Identifier		
4. DATE RECEIVED BY FEDERAL AGENCY			Federal Identifier		
5. APPLICANT INFORMATION					
Legal Name: Suwannee River Economic Council, Inc.			Organizational Unit:		
			Department: Administration		
Organizational DUNS: 040207904			Division:		
Address:			Name and telephone number of person to be contacted on matters involving this application (give area code)		
PO Box 70, Live Oak FL 32064					
Street: 1171 Nobles Ferry Road			Prefix: Ms. First Name: Frances		
City: Live Oak			Middle Name: L.		
County: Suwannee			Last Name: Terry		
State: FL Zip Code: 32064			Suffix:		
Country: USA			Email: francesterry@suwanneec.net		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59-1101989			Phone Number (give area code) 386-362-4115		
			Fax Number (give area code) 386-362-4078		
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) Other (specify) Non-Profit		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) TITLE (Name of Program): 20-509			9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Lafayette County, Florida			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Provide transportation services for the transportation disadvantaged		
13. PROPOSED PROJECT			14. CONGRESSIONAL DISTRICTS OF:		
Start Date: 10/01/2013		Ending Date: 09/30/2014	a. Applicant Third		b. Project Third
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?		
a. Federal	\$ 100,000	00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:		
b. Applicant	\$	00	DATE: 01/04/2013		
c. State	\$	00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372.		
d. Local	\$ 100,000	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	\$ 200,000	00			
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					
a. Authorized Representative					
Prefix: Ms.		First Name: Frances		Middle Name: L.	
Last Name: Terry				Suffix:	
b. Title: Executive Director				c. Telephone Number (give area code) 386-362-4115	
d. Signature of Authorized Representative:				e. Date Signed: 01/04/2013	

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All Applicants

EXHIBIT A-1 FACT SHEET

	CURRENTLY	IF GRANT IS AWARDED *
1. Number of one-way passenger trips.* PER YEAR	3,593	3,593
2. Number of individuals served unduplicated (first ride per rider per fiscal year). PER YEAR	281	281
3. Number of vehicles used for this service. ACTUAL	6	6
4. Number of ambulatory seats. AVERAGE PER VEHICLE (Total ambulatory seats divided by total number of fleet vehicles)	8	8
5. Number of wheelchair positions. AVERAGE PER VEHICLE (Total wheelchair positions divided by total number of fleet vehicles)	2	2
6. Vehicle Miles traveled. PER YEAR	75,420	75,420
7. Average vehicle miles PER DAY	207	207
8. Normal vehicle hours in operation. PER DAY	12	12
9. Normal number of days in operation. PER WEEK	5	5
10. Trip length (roundtrip). AVERAGE	21	21

* 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 A

Suwannee River Economic Council, Inc. is a non profit organization chartered in 1964 whose purpose is to provide services to low income and elderly citizens to alleviate poverty. SREC, Inc. currently is the state designated transportation provider in four rural North Florida counties including Dixie, Bradford, Gilchrist, and Lafayette County. A voluntary Board of Directors governs SREC, Inc. The Board employs an Executive Director, who has normal CEO responsibilities with the agency and the many programs it administers. SREC, Inc. has four program directors providing direct supervision of the ongoing programs, including transportation. The Director of Transportation is Matt Pearson. He is responsible for management, training and administration of the Transportation program. Currently, SREC, Inc. has approximately twenty transportation employees on staff to help in this endeavor.

As the Community Transportation Coordinator for four rural counties in North Florida, SREC, Inc. operates partial brokerages with all trips provided by SREC, Inc. including stretcher services, which was added in October, 2010. SREC, Inc. provides mainly demand response services. SREC, Inc. requires twenty four hour notice for trip request.

Lafayette County is an extremely rural community. There are minimal medical facilities available to the residents. Only a local Health Department and one General Medical office is open daily for services. There also is no kidney dialysis location in Lafayette County. Therefore, the vast majority of medical appointments are made in Gainesville where facilities are more prevalent. It is over 70 miles to Gainesville where these appointments are necessary. Local dialysis is performed in Live Oak, which is 25 miles from Lafayette County.

Currently, in Lafayette County, SREC, Inc. uses one dispatcher/scheduler and averages five drivers using five vans for daily services. SREC, Inc. anticipates providing 3,593 trips in the upcoming year. Trip purposes include medical, nutritional, shopping, and employment. A planned trip schedule for out of County trips is in place to allow for increased ridership on long trips. Currently, the schedule allows for two trips to Gainesville and Lake City on Tuesdays and Thursdays. Trips to Live Oak are scheduled on Mondays, Wednesdays and Fridays. Trips to Perry and Tallahassee are scheduled for Wednesdays. Local trips are performed daily in and around Lafayette County.

SREC, Inc. has maintained excellent safety and training records and continues to provide safe, efficient, cost effective services for the residents of Lafayette County, Florida who need transportation services. In fact, SREC, Inc. has recently gone through the process of updating all of its safety records including the newly updated SSPP.

Exhibit B

The requested 5311 funding should help maintain the existing levels of service currently being provided by continuing to offset the cost of services by providing necessary operating funding assistance. Due to the rural nature of Lafayette County, trip lengths are increased due to minimal medical facilities, therefore, increasing cost. However, with local Governments providing limited local resources and the continued reductions in the State Medicaid allocation as well as reductions in the Transportation Disadvantaged Trust Funds, the 5311 program funding funds fill the gap and allow for transportation services to be provided in rural areas like Lafayette County. Therefore, the requested 5311 funding helps offset the cost of the entire transportation system and allows for continued transportation services to be provided to those in need in Lafayette County.

Suwannee River Economic Council, Inc. is a private non profit agency. The project will be in Lafayette County. Employees are not represented by a Union.



#28

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February 4, 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 #28 -
Suwannee River Economic Council, Inc. - 5310 Capital Assistance Grant Application -
Bradford County, Florida

Dear Ms. Collins:

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

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

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		
Application – place an x in the box			<input type="checkbox"/> construction		
<input checked="" type="checkbox"/> non-construction			<input type="checkbox"/> non-construction		
2. DATE SUBMITTED 1/4/2013			Applicant Identifier		
3. DATE RECEIVED BY STATE			State Application Identifier		
4. DATE RECEIVED BY FEDERAL AGENCY			Federal Identifier		
5. APPLICANT INFORMATION					
Legal Name: Suwannee River Economic Council, Inc.			Organizational Unit:		
			Department: Transportation for the Disadvantaged Program		
Organizational DUNS: 040207904			Division:		
Address: PO Box 70, Live Oak FL 32064			Name and telephone number of person to be contacted on matters involving this application (give area code)		
Street: 1171 Nobles Ferry Road			Prefix: Ms. First Name: Frances		
City: Live Oak			Middle Name: L.		
County: Suwannee			Last Name: Terry		
State: FL Zip Code: 32064			Suffix:		
Country: USA			Email: francessterry@suwanneec.net		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59-1101989			Phone Number (give area code) 386-362-4115		
			Fax Number (give area code) 386-362-4078		
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) Other (specify) Non-Profit		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) TITLE (Name of Program): 20.513			9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Bradford County			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Provide transportation services for the transportation disadvantaged		
13. PROPOSED PROJECT			14. CONGRESSIONAL DISTRICTS OF:		
Start Date: 10/01/2013		Ending Date: 09/30/2014	a. Applicant Third		b. Project Third
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? Yes		
a. Federal	\$ 56,000	00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:		
b. Applicant	\$	00	DATE: 1/4/2013		
c. State	\$ 7,000	00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372.		
d. Local	\$ 7,000	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	\$ 70,000	00			
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					
a. Authorized Representative					
Prefix: Ms.		First Name: Frances		Middle Name: L.	
Last Name: Terry				Suffix:	
b. Title: Executive Director				c. Telephone Number (give area code) 386-362-4115	
d. Signature of Authorized Representative:				e. Date Signed: 1/4/2013	

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CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c) <u>www.tripsflorida.org</u>	Estimated Cost
11. __. __	R	1	8 Amb/2 W/C Small Cutaway Van	\$70,000.00
11. __. __				
11. __. __				
11. __. __				
11. __. __				
11. __. __	R	1	8 Amb/2 W/C Small Cutaway Van	\$70,000.00
Sub-total				

EQUIPMENT REQUEST (c)

11. __. __				
11. __. __				
11. __. __				
11. __. __				
11. __. __				
Sub-total				\$

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

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

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

VEHICLE SUBTOTAL \$ 70,000.00 + EQUIPMENT SUBTOTAL \$ 0.00 = \$ 70,000.00 (x).

(x) X 80% = \$ 56,000.00 [Show this amount on Form 424 in block 15(a)]

Exhibit A

Suwannee River Economic Council, Inc. is a non profit organization chartered in 1964 whose purpose is to provide services to low income and elderly citizens to alleviate poverty. SREC, Inc. currently is the state designated transportation provider in four rural North Florida counties including Dixie, Bradford, Gilchrist, and Lafayette County. A voluntary Board of Directors governs SREC, Inc. The Board employs an Executive Director, who has normal CEO responsibilities with the agency and the many programs it administers. SREC, Inc. has four program directors providing direct supervision of the ongoing programs, including transportation. The Director of Transportation is Matt Pearson. He is responsible for management, training and administration of the Transportation program. Currently, SREC, Inc. has approximately twenty transportation employees on staff to help in this endeavor.

As the Community Transportation Coordinator for four rural counties in North Florida, SREC, Inc. operates partial brokerages with all trips provided by SREC, Inc. including stretcher services, which was added in October, 2010. SREC, Inc. provides mainly demand response services. SREC, Inc. requires twenty four hour notice for trip request.

Bradford County is an extremely rural community. There are minimal medical facilities available to the residents. Therefore, the vast majority of medical appointments are made in Gainesville where facilities are more prevalent. It is over 40 miles to Gainesville where these appointments are necessary.

Currently, in Bradford County, SREC, Inc. uses one dispatcher/scheduler and averages five drivers using five vans for daily services. SREC, Inc. anticipates providing 35,177 trips in the upcoming year. Trip purposes include medical, nutritional, shopping, and employment. A planned trip schedule for out of County trips is in place to allow for increased ridership on long trips. Currently, the schedule allows for trips to Gainesville Monday through Friday. Multiple trips are made on Mondays and Wednesdays to Gainesville to provide enough seat capacity for those in need. Trips are also scheduled weekly to Lake City and multiple trips daily in and around Bradford County.

SREC, Inc. has maintained excellent safety and training records and continues to provide safe, efficient, cost effective services for the residents of Bradford County, Florida who need transportation services. In fact, SREC, Inc. has recently gone through the process of updating all of its safety records including the newly updated SSPP.

Exhibit B Project Description

Suwannee River Economic Council, Inc. plans to use these funds to purchase a wheelchair equipped van so that current levels of service can be continued. SREC, Inc. is beginning its fourth year providing all ambulatory and wheelchair trips in Bradford County. Previously, the services were provided by a private contractor. To provide this service, continual replacement of older vehicles must occur. Also, Bradford County is very rural and many of the roads are not paved. This has a direct effect on the lifespan of the vehicles being used. Therefore, it is imperative for the purchase of new vans to maintain current levels of service.

Current services that will be continued with the award of this grant include transporting residents of Bradford County to Alachua County twice per day. Since there are limited medical facilities in this rural area, trips to Alachua County are medically necessary. It is over 40 miles to Gainesville, the nearest area with medical services. Normally, the riders can expect a ride length of over an hour due to traffic and stops picking up other riders. Also, current services allow for Kidney Dialysis riders the opportunity for transport to and from their dialysis appointments. Currently, those riders are transported numerous times per day, six days per week. Also, current services include transporting elderly clients to meal sites for lunch and health education. These trips occur five days per week in Bradford County. These are some examples of the numerous services provided by SREC, Inc. and its transportation programs.

Suwannee River Economic Council, Inc. recently went through the process of updating all of its safety and maintenance plans with the updated SSPP. Therefore, the maintenance records of all vans will be tracked thoroughly and therefore providing longer lasting vehicles over the long term.

In conclusion, the stability and health of the residents in Bradford County depend on the services SREC, Inc. is able to provide. A continuation of the services allow for transportation disadvantaged residents to maintain normal essential activities. Due to the rural nature of the areas in Bradford County the services require the purchasing of new vans through grant opportunities.



#29

Serving

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February 4, 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 #29 -
Suwannee River Economic Council, Inc. - 5310 Capital Assistance Grant Application -
Dixie 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 1/4/2013			Applicant Identifier		
3. DATE RECEIVED BY STATE			State Application Identifier		
4. DATE RECEIVED BY FEDERAL AGENCY			Federal Identifier		
5. APPLICANT INFORMATION					
Legal Name: Suwannee River Economic Council, Inc.			Organizational Unit:		
			Department: Transportation for the Disadvantaged Program		
Organizational DUNS: 040207904			Division:		
Address: PO Box 70, Live Oak FL 32064			Name and telephone number of person to be contacted on matters involving this application (give area code)		
Street: 1171 Nobles Ferry Road			Prefix: Ms. First Name: Frances		
City: Live Oak			Middle Name: L.		
County: Suwannee			Last Name: Terry		
State: FL Zip Code: 32064			Suffix:		
Country: USA			Email: francesterry@suwanneec.net		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): (Replace these boxes with numerals) 59-1101989			Phone Number (give area code) 386-362-4115		
			Fax Number (give area code) 386-362-4078		
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) Other (specify) Non-Profit		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: (Replace these boxes with numerals) TITLE (Name of Program): 20.513			9. NAME OF FEDERAL AGENCY: Federal Transit Administration		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Dixie County			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Provide transportation services for the transportation disadvantaged		
13. PROPOSED PROJECT			14. CONGRESSIONAL DISTRICTS OF:		
Start Date: 10/01/2013		Ending Date: 09/30/2014	a. Applicant Third		b. Project Third
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? Yes		
a. Federal	\$ 56,000	00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION /APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: 1/4/2013		
b. Applicant	\$	00			
c. State	\$ 7,000	00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372. <input type="checkbox"/> PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW		
d. Local	\$ 7,000	00			
e. Other	\$	00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? No <input type="checkbox"/> Yes. If "Yes" attach an explanation. <input checked="" type="checkbox"/> No		
f. Program Income	\$	00			
g. TOTAL	\$ 70,000	00			
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					
a. Authorized Representative					
Prefix: Ms.		First Name: Frances		Middle Name: L.	
Last Name: Terry				Suffix:	
b. Title: Executive Director				c. Telephone Number (give area code) 386-362-4115	
d. Signature of Authorized Representative:				e. Date Signed: 1/4/2013	

CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c) <u>www.tripsflorida.org</u>	Estimated Cost
11. __. __	R	1	8 Amb/2 W/C Small Cutaway Van	\$70,000.00
11. __. __				
11. __. __				
11. __. __				
11. __. __				
Sub-total	R	1	8 Amb/2 W/C Small Cutaway Van	\$70,000.00

EQUIPMENT REQUEST (c)

11. __. __				
11. __. __				
11. __. __				
11. __. __				
Sub-total				\$

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

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

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

VEHICLE SUBTOTAL \$ 70,000.00 + EQUIPMENT SUBTOTAL \$ 0.00 = \$ 70,000.00 (x).

(x) X 80% = \$ 56,000.00 [Show this amount on Form 424 in block 15(a)]

Exhibit A

Suwannee River Economic Council, Inc. is a non profit organization chartered in 1964 whose purpose is to provide services to low income and elderly citizens to alleviate poverty. SREC, Inc. currently is the state designated transportation provider in four rural North Florida counties including Dixie, Bradford, Gilchrist, and Lafayette County. A voluntary Board of Directors governs SREC, Inc. The Board employs an Executive Director, who has normal CEO responsibilities with the agency and the many programs it administers. SREC, Inc has four program directors providing direct supervision of the ongoing programs, including transportation. The Director of Transportation is Matt Pearson. He is responsible for management, training and administration of the Transportation program. Currently, SREC, Inc. has approximately twenty transportation employees on staff to help in this endeavor.

As the Community Transportation Coordinator for four rural counties in North Florida counties, SREC, Inc. operates partial brokerages with all trips provided by SREC, Inc. with the exception of stretcher services, which are contracted to a private contractor. SREC, Inc. provides mainly demand response services. SREC, Inc. requires twenty four hour notice for trip request.

Dixie County is a rural community. There are minimal medical facilities available to the residents. Therefore, the vast majority of medical appointments are made in Gainesville where facilities are more prevalent. It is over 60 miles to Gainesville where these appointments are necessary.

Currently, in Dixie County, SREC, Inc. uses one dispatcher/scheduler and averages four drivers using four vans for daily services. SREC, Inc. anticipates providing 8,247 trips in the upcoming year. Trip purposes include medical, nutritional, shopping, and employment. A planned trip schedule for out of County trips is in place to allow for increased ridership on long trips. Currently, the schedule allows for two trips to Gainesville Monday thru Friday. Trips are also scheduled daily to Chiefland, as well as multiple trips daily in and around Dixie County.

SREC, Inc. has maintained excellent safety and training records and continues to provide safe, efficient, cost effective services for the residents of Dixie County, Florida who need transportation services. In fact, SREC, Inc. has recently gone through process of updating all of its safety records including the newly updated SSPP.

Exhibit B

Project Description

Suwannee River Economic Council, Inc. plans to use these funds to purchase a wheelchair equipped van so that current levels of service can be continued. Dixie County is extremely rural and many of the roads are not paved. This has a direct effect on the lifespan of the vehicles being used. Therefore, it is imperative for the purchase of new vans to maintain current levels of service.

Current services that will be continued with the award of this grant include transporting residents of Dixie and Gilchrist County to Alachua County twice per day, five days per week. Since there are limited medical facilities in this rural area, trips to Alachua County are medically necessary. It is over 60 miles to Gainesville, the nearest area with medical services. Normally, the riders can expect a ride length of nearly two hours due to traffic and stops picking up other riders. Also, current services allow for Kidney Dialysis riders the opportunity for transport to and from their dialysis appointments. Currently, those riders are transported numerous times per day, six days per week. Also, current services include transporting elderly clients to meal sites for lunch and health education. These trips occur three days per week in Dixie and Gilchrist County. These are some examples of the numerous services provided by SREC, Inc. and its transportation programs.

In conclusion, the stability and health of the residents in Dixie and Gilchrist County depend on the services SREC, Inc. is able to provide. A continuation of the services allow for transportation disadvantaged residents to maintain normal essential activities. Due to the extreme rural nature of the areas in Dixie and Gilchrist County the services require the purchasing of new vans through grant opportunities.