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MEETING NOTICE

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

There will be a meeting of the North Central Florida Regional Planning Council on **October 27, 2016**. The meeting will be held at the **Lake City Holiday Inn Hotel & Suites, 213 Southwest Commerce Boulevard, Lake City, Florida**. Dinner will start at 7:00 p.m. and the meeting at **7:30 p.m.**

*Please call the Council at 352.955.2200, or 800.226.0690, or email strong@ncfrpc.org by October 24, 2016 to let us know if you will be attending the meeting. (You can call after hours and leave a message on voice mail too.) **THANK YOU.***

(Location Map on Back)

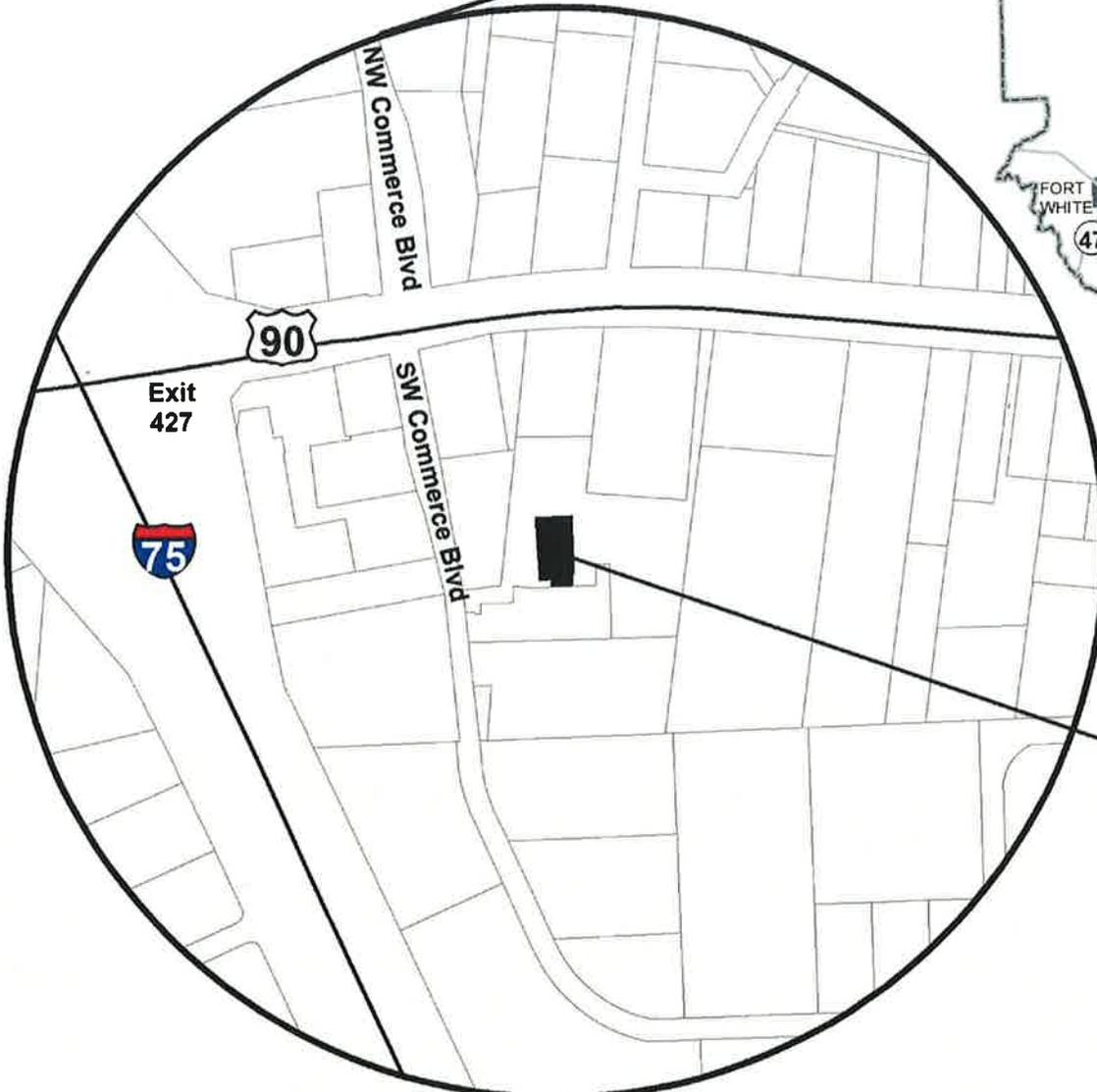
Please be advised that the Council meeting packet is posted on the Council website at <http://ncfrpc.org> (click on Upcoming Meetings and Meeting Packets, then click on North Central Florida Regional Planning Council Full Packet.)

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

Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

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



1 inch = 500 feet

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AGENDA

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

Holiday Inn Hotel & Suites
 213 Southwest Commerce Boulevard
 Lake City, Florida

October 27, 2016
 7:30 p.m.

Page

- I. INVOCATION AND PLEDGE OF ALLEGIANCE
- II. INTRODUCTIONS
- III. APPROVAL OF AGENDA
- IV. PRESENTATION - NORTH CENTRAL FLORIDA
 STRATEGIC REGIONAL POLICY PLAN
 PROPOSED AMENDMENTS
- * V. APPROVAL OF MINUTES - September 22, 2016 5
- VI. CONSENT AGENDA
- * A. 2017-19 U.S. Economic Development Partnership
 Planning Grant Application 21
- * B. Metropolitan Transportation Planning Organization
 for the Gainesville Urbanized Area Staff Services Agreement 23
- * C. Florida Department of Transportation District 2
 Local Government Transportation Summit Sponsorship 25
- * D. Local Government Comprehensive Planning Services Agreement
 Fiscal Year 2016-17 Town of Bell 27
- * E. Local Government Comprehensive Planning Services Agreement
 Fiscal Year 2016-17 Town of Mayo 29
- * F. Transportation Disadvantaged Local Coordinating Board Chair Appointment
 Columbia, Hamilton and Suwannee Counties 31
- * G. Transportation Disadvantaged Local Coordinating Board Appointments
 Levy County 33
- * H. Florida Transportation Disadvantaged Program
 Community Transportation Coordinator Designation for Madison County 35

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VII.	CHAIR'S REPORT	
*	A. Committee Appointment	37
*	B. Transportation Disadvantaged Program Resolution of Appreciation - Jason Bashaw	39
*	C. Executive Director Elected Second Vice President National Association of Development Organizations	43
VIII.	COMMITTEE REPORTS	
*	A. Executive Committee - Appoint Members for Two-Year Terms to North Central Florida Areawide Development Co. Inc.	45
*	B. Clearinghouse Committee	49
	<u>Committee Level Comprehensive Plan Review Items</u>	
	1. #127 - City of Hawthorne Comprehensive Plan Draft Amendment (DEO No. 16-1ESR)	
*	C. Regional Planning Committee - Evaluation and Appraisal Report Based Amendments North Central Florida Strategic Regional Policy Plan	51
*	D. Finance Committee - Fiscal Year 2015-16 Amended Budget	103
IX.	EX-OFFICIO MEMBER REPORTS	
X.	CITIZEN COMMENTS	
	This agenda item provides an opportunity for citizens to address the Council on any matter not included on the agenda. The comment period is limited to three minutes for each individual.	
XI.	EXECUTIVE DIRECTOR'S REPORT	
*	A. Florida Regional Councils Association Monthly Activity Report	113
*	B. Florida Chamber Foundation Scorecard	117
*	C. I-75 Relief Task Force Recommendations Report	121
*	See Attachments	

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
MINUTES

Holiday Inn Hotel & Suites
Lake City, Florida

September 22, 2016
7:30 p.m.

MEMBERS PRESENT

LaBarfield Bryant, City of Jasper
Harvey Budd, City of Gainesville
Beth Burnam, Hamilton County
Rick Coleman, City of Newberry
Ken Cornell, Alachua County
Rick Davis, Madison County
Scarlet Frisina, Columbia County
Fletcher Hope, City of Archer
William Hunter, Hamilton County
John Meeks, Levy County
James Montgomery, Columbia County
Patricia Patterson, Taylor County
Daniel Riddick, Bradford County
Larry Sessions, Suwannee County
Carolyn Spooner, City of Starke
James Tallman, Union County
Lorene Thomas, Dixie County
Helen Warren, City of Gainesville
Daniel Webb, Union County
Robert Wilford, City of Alachua

NON-VOTING DELEGATE PRESENT

None

EX-OFFICIO MEMBER REPRESENTATIVES
PRESENT

Barney Bennett, Florida Department
of Transportation
Susan Davis, St. Johns
Water Management District
Carlos Herd, Suwannee River
Water Management District

COUNCIL ATTORNEY PRESENT

Jonathan Wershow

MEMBERS ABSENT

Anthony Adams, Lafayette County
Jim Catron, City of Madison
Charles Chestnut IV, Alachua County
Louie Davis, City of Waldo
Jason Evans, High Springs
Shirlie Hampton, City of Perry
Adrian Hayes-Santos, City of Gainesville
Jason Holifield, Dixie County
Garth Nobles, Jr., City of Live Oak
Lee Pinkoson, Alachua County
DeLoris Roberts, City of Hawthorne
Kenrick Thomas, Gilchrist County
Mike Williams, Madison County
Stephen Witt, City of Lake City

OTHERS PRESENT

Sandra Buck-Camp
Josh Cucinella
LJ Johnson
Brian Kauffman
Ginger Morgan
Sharon Parrish
Richard Powell
Judy Rice

STAFF PRESENT

Steven Dopp
Scott Koons
Kevin Parrish
Jean Strong
Tara Tucker

Board Members names are bolded

Gubernatorial Members names are italicized

I. INVOCATION, PLEDGE OF ALLEGIANCE AND INTRODUCTIONS

Chair Davis called the meeting to order at 7:34 p.m. with an invocation given by Vice-Mayor Wilford and a pledge of allegiance to the flag. Chair Davis stated that there was a quorum of the Council.

Chair Davis welcomed and introduced Brian Kauffman, County Coordinator from Madison County; Judy Rice, City Clerk from the City of Newberry; Josh Cucinella, Land Use Planning Biologist, Florida Fish and Wildlife Commission North Central Region; Sandra Buck-Camp and LJ Johnson, members of the Columbia, Hamilton, Suwannee Transportation Disadvantaged Local Coordinating Board; James Bush, Florida Power and Light; Richard Powell, Powell and Jones Certified Public Accounts and Sharon Parrish, wife of staff member Kevin Parrish.

Chair Davis asked that Item VI.C. Purchase Order with the Northeast Florida Regional Council to Assist with Exercise Planning, Evaluation and Documentation; and Item VIII.B.3. #125 - City of Gainesville Comprehensive Plan Adopted Amendment; and Item # VIII.B.4. #126 - City of Ocala Comprehensive Draft Amendment which were received subsequent to the distribution of the Council meeting packet be added to the agenda.

ACTION: Commissioner Patterson made the motion, with a second by Councilman Bryant, to add Item VI.C. Purchase Order with the Northeast Florida Regional Council to Assist with Exercise Planning, Evaluation and Documentation; and Item VIII.B.3. #125 - City of Gainesville Comprehensive Plan Adopted Amendment; and Item # VIII.B.4. #126 - City of Ocala Comprehensive Draft Amendment to the agenda. The motion carried unanimously.

IV. GUEST SPEAKER - Ginger Morgan - North Central Region Coordinator
Landowner Assistance Program
Florida Fish and Wildlife Conservation Commission

Scott Koons, Executive Director, introduced Ginger Morgan, North Central Region Coordinator, Landowner Assistance Program of the Florida Fish and Wildlife Conservation Commission. Ms. Morgan provided Council members an overview of the organizational structure and services provided by the Florida Fish and Wildlife Conservation Commission. Josh Cucinella, Land Use Biologist from the Florida Fish and Wildlife Conservation Commission explained his role as a biologist in the Land Use Planning program for the North Central Florida Region. Chair Davis thanked Ms. Morgan and Mr. Cucinella for their presentation.

V. APPROVAL OF MINUTES - August 25, 2016

Chair Davis asked that the minutes of the August 25, 2016 meeting be approved as written.

ACTION: Commissioner Warren made the motion, with a second by Commissioner Budd, to approve the minutes of the August 25, 2016 meeting as written. The motion carried unanimously.

VI. CONSENT AGENDA -

- A. Monthly Financial Report - August 2016
- B. Agreement with Florida Division of Emergency Management for Hazardous Materials Emergency Preparedness - Fiscal Year 2016-17
- C. Purchase Order with the Northeast Florida Regional Council to Assist with Exercise Planning, Evaluation and Documentation

Chair Davis asked if there were any questions regarding any of the items on the Consent Agenda and requested that these items be approved.

ACTION: Commissioner Warren made the motion, with a second by Commissioner Budd, to approve the items on the Consent Agenda which is attached. The motion carried unanimously.

VII. CHAIR'S REPORT - Employee Certificate of Service - Kevin Parrish - 30 Years

Scott Koons, Executive Director, introduced Kevin Parrish, who joined the Council staff on August 14, 1986. Mr. Parrish currently serves as the Information Technology and Property Management Director. Chair Davis presented a 30-year Certificate of Service and a 30-year service pin to Mr. Parrish. Mr. Koons and Chair Davis thanked him for his many years of dedicated service to the Council.

VIII. COMMITTEE REPORTS

- A. 1. Proclamation Declaring October 2016 as Community Planning Month

Mr. Koons stated that the month of October 2016 has been chosen to celebrate National Community Planning Month. He added that the American Planning Association and its professional institute, the American Institute of Certified Planners, endorse National Community Planning Month as an opportunity to highlight the contributions sound planning and plan implementation make to the quality of life in communities and the environment. Mr. Koons stated that the Executive Committee recommends that a proclamation proclaiming October 2016 as Community Planning Month in north central Florida be adopted, which has been attached hereto and made a part of these minutes.

ACTION: Commissioner Cornell made the motion, with a second by Commissioner Warren, to adopt a proclamation proclaiming October 2016 as Community Planning Month, which has been attached hereto and made a part of these minutes. The motion carried unanimously.

2. Proclamation Declaring October 7, 2016 as Manufacturing Day

Mr. Koons stated that October 7, 2016 has been chosen to celebrate Manufacturing Day. He added that Manufacturing Day is an effective way to highlight the importance of manufacturing in our region and support those manufacturing and school programs that prepare our workforce. Mr. Koons stated that the Executive Committee recommends that a proclamation proclaiming October 7, 2016 as Manufacturing Day in north central Florida be adopted, which has been attached hereto and made a part of these minutes.

ACTION: Commissioner Patterson made the motion, with a second by Commissioner Meeks, to adopt a proclamation proclaiming October 7, 2016 as Manufacturing Day, which has been attached hereto and made a part of these minutes. The motion carried unanimously.

3. Proclamation Declaring October 16-22, 2016 as Hazardous Materials Awareness Week

Mr. Koons stated that October 17, 2016 marks the 30th Anniversary of the passage of Emergency Planning and Community Right-to-Know Act that created local emergency planning committees. He added that the North Central Florida Local Emergency Planning Committee has the job of increasing the safety of our communities from chemical releases. Mr. Koons stated that the public outreach and education are important to increasing chemical safety in our communities and the Florida Division of Emergency Management has designated the week of October 16-22, 2016 as Hazardous Materials Awareness Week. He finally stated that the Executive Committee recommends that the Council join in this public outreach effort by proclaiming the week of October 16-22, 2016 as Hazardous Materials Awareness Week in north central Florida be adopted, which has been attached hereto and made a part of these minutes.

ACTION: Commissioner Warren made the motion, with a second by Commissioner Budd, to adopt a proclamation proclaiming the week of October 16-22, 2016 as Hazardous Materials Awareness Week in the north central Florida region, which has been attached hereto and made a part of these minutes. The motion carried unanimously.

4. Proclamation Declaring October 16-21, 2016 as Florida City Government Week

Mr. Koons stated that the Florida League of Cities has designated the week of October 16-21, 2016 as Florida City Government Week. Florida City Government Week is part of an ongoing effort sponsored by the League to raise public awareness about services that cities perform and to educate the public about how city government works. Cities are encouraged to involve their local schools, businesses, media and civic clubs in their Florida City Government Week activities. Mr. Koons stated that the Executive Committee recommends that a proclamation proclaiming October 16-21, 2016 as Florida City Government Week

in north central Florida be adopted, which has been attached hereto and made a part of these minutes.

ACTION: Commissioner Spooner made the motion, with a second by Councilman Bryant, to adopt a proclamation proclaiming October 16-21, 2016 as Florida City Government Week in the north central Florida region, which has been attached hereto and made a part of these minutes. The motion carried unanimously.

5. Executive Director Annual Performance Evaluation

Chair Davis stated that the employment contract between the Executive Director and the Council specifies that the Executive Committee shall adopt performance standards to annually review and evaluate the Executive Director and further specifies that the annual review and evaluation of the Executive Director shall be conducted by the Executive Committee. He added that, at its discretion, the Executive Committee is authorized to provide a merit increase to the Executive Director on an annual basis commencing October 1 of each year.

Chair Davis stated that the Executive Committee has adopted performance standards to review and evaluate the Executive Director and that the performance review was conducted by each Committee member prior to the September 22, 2016 Council meeting. He reported that the review resulted in "exceeds job requirements" for all evaluation standards, with an overall average score of 5.0 on a 5.0 scale. Chair Davis stated that, based upon this review, the Executive Committee awarded the Executive Director a five percent merit pay adjustment. He reported that Mr. Koons requested that his merit pay increase for Fiscal Year 2017, along with his Fiscal Year 2016 merit pay increase, be deferred until Fiscal Year 2018. He further reported that the Executive Committee approved Mr. Koons' request concerning his merit pay increase deferment.

No Council action was required on this item.

B. Clearinghouse Committee

Mr. Montgomery, Clearinghouse Committee Chair, gave the Clearinghouse Committee report. He stated that the Clearinghouse Committee met earlier in the evening and reviewed the following local government comprehensive plan amendments which were included on the Council agenda for consideration.

#122 - Columbia County Comprehensive Plan Draft Amendment

#124 - City of Madison Comprehensive Plan Adopted Amendment

Mr. Montgomery stated subsequent to the distribution of the Council meeting packets, the Council received the following late-arriving items which require action prior to the next meeting.

- #125 - City of Gainesville Comprehensive Plan Adopted Amendment
- #126 - City of Ocala Comprehensive Plan Draft Amendment

He reported that the Committee finds that that the local government comprehensive plans, as amended, are not anticipated to result in significant adverse impacts to regional facilities, Natural Resources of Regional Significance or adjacent local governments.

Mr. Montgomery stated that the Committee recommends forwarding these findings to the respective local governments and the Florida Department of Economic Opportunity.

ACTION: Mr. Montgomery made the motion, with a second by Commissioner Patterson, to approve the Clearinghouse Committee recommendations concerning #122 - Columbia County Comprehensive Plan Draft Amendment; #124 - City of Madison Comprehensive Plan Adopted Amendment; #125 - City of Gainesville Comprehensive Plan Adopted Amendment; and #126 - City of Ocala Comprehensive Plan Draft Amendment. The motion carried unanimously.

C. Regional Planning Committee - Evaluation and Appraisal Report Based Amendments
North Central Florida Strategic Regional Policy Plan

Commissioner Burnam, Regional Planning Committee Chair, reported that the Committee met earlier in the evening to continue the process of preparing amendments to the North Central Florida Strategic Regional Policy Plan. She stated the amendments are guided by the regional plan Evaluation and Appraisal Report adopted by the Council. Commissioner Burnam stated that the Committee completed the preparation of amendments to the regional plan. The Committee will submit the proposed amendments to the Council for its consideration at the October 27, 2016 Council meeting.

D. Audit Committee

1. Selection of Auditor Fiscal Years 2015-16, 2016-17 and 2017-18

Mr. Koons reported that the Audit Committee recommends that the Council approve the selection of the auditing firm of Powell and Jones, Certified Public Accountants to conduct the Fiscal Year 2015-16, Fiscal Year 2016-17 and Fiscal Year 2017-18 audits of the Council's accounts, with the understanding that this selection is for a three-year period unless the Council determines that the service being rendered is unsatisfactory.

ACTION: Councilman Bryant made the motion, with a second by Commissioner Patterson, to approve the selection of the auditing firm of Powell and Jones, Certified Public Accountants to conduct the Fiscal Year 2015-16, Fiscal Year 2016-17 and Fiscal Year 2017-18 audits of the Council's accounts, with the understanding that this selection is for a three-year period unless the Council determines that the service being rendered is unsatisfactory. The motion carried unanimously.

2. Engagement Letter for Fiscal Year 2015-16 Audit

Mr. Koons stated that the Audit Committee met with Mr. Richard Powell of the auditing firm Powell and Jones, Certified Public Accountants, of Lake City, Florida, on September 15, 2016, at the Council offices, at which time they discussed the methodology to be employed, the staff capability, experience of the firm with similar audits, and the fee that would be charged. Mr. Koons reported that the Audit Committee recommends that the Chair execute an engagement letter with Powell and Jones, Certified Public Accountants, to conduct the Fiscal Year 2015-16 audit of the Council's accounts, for a lump sum fee for this service of \$15,500.

ACTION: Commissioner Patterson made the motion, with a second by Commissioner Wilford, to authorize the Chair to execute an engagement letter with the auditing firm of Powell and Jones, Certified Public Accountants, to conduct the Fiscal Year 2015-16 audit of the Council's accounts, for a lump sum fee for this service of \$15,500. The motion carried unanimously.

IX. EX-OFFICIO MEMBER REPORTS

Barney Bennett, Florida Department of Transportation, stated the Department is accepting applications for Alternative Transportation projects through December 9, 2016 and Safe Routes to School projects through December 30, 2016. He further stated that the Department will host Small County Road Assistance Program, Small County Outreach Program and County Incentive Grant Program grant application workshops on October 3, 2016 at the Suwannee River Water Management District in Live Oak and October 6, 2016 at the St. Johns River Water Management District in Palatka. In addition, Mr. Bennett stated that the Department staff would be meeting with Boards of County Commissioners during the month of October 2016 to review transportation needs for consideration in developing the Department's tentative Five-Year Work Program for Fiscal Year 2017-18 to 2021-22.

Carlos Herd, Suwannee River Water Management District, stated that a regional water supply jointly prepared by the District and the St. Johns River Water Management District is anticipated to be completed by the end of September 2016. He further stated that it will be available for public review for a 60-day period and is scheduled to be finalized by January 2017.

Ms. Davis, St. Johns River Water Management District stated that the District is accepting cost share project applications through October 13, 2016. She stated there is \$5.0 million in funding is available for rural communities for innovative projects which support the District's core mission. Ms. Davis finally stated that project proposals should benefit water supply, improve water quality, provide flood protection, or protect or enhance natural systems.

X. CITIZEN COMMENTS - None

XI. EXECUTIVE DIRECTOR'S REPORT

A. Florida Regional Councils Association Monthly Activity Report

Mr. Koons reported that the Florida Regional Councils Association is the statewide organization of the ten regional planning councils. The Association strengthens Florida's regional planning councils, partners with government and the business community to enhance regional economic prosperity and improves the consistency and quality of regional planning councils programs to ensure they add value to state, regional and local initiatives. He stated that the Association strives to accomplish these goals by carrying-out the following objectives listed in the July/August 2016 activities report in the Council meeting packet.

B. Florida Chamber Foundation Scorecard™

Mr. Koons stated that the Florida Chamber Foundation has developed the Florida Scorecard™ to provide Florida leaders the metrics needed to secure Florida's future. The Florida Chamber Foundation's objective to develop a 20-year, statewide strategic plan requires a commitment to measuring our current status and progress toward the stated goals of the Six Pillars 20-year Strategic Plan. He further stated that the Scorecard reports metrics related to each of the Six Pillars. The Six Pillars are Talent Supply and Education, Innovation and Economic Development, Infrastructure and Growth Leadership, Business Climate and Competitiveness, Civic and Governance Systems and Quality of Life and Quality Places. He reviewed the September 2016 Scorecard™ included in the Council meeting packet.

Chair Davis informed the Council that the next Council meeting will be held on October 27, 2016 at the Holiday Inn Hotel & Suites in Lake City. The meeting was adjourned at 8:22 p.m.

Rick Davis, Chair

10/27/16

Date



PROCLAMATION

DECLARING OCTOBER 2016 AS COMMUNITY PLANNING MONTH

WHEREAS, change is constant and affects all cities, towns, suburbs, counties, rural areas, regions, and other places; and

WHEREAS, community planning and plans can help manage this change in a way that provides better choices for how people work and live; and

WHEREAS, community planning provides an opportunity for all residents to be meaningfully involved in making choices that determine the future of their community; and

WHEREAS, the full benefits of planning requires public officials and citizens who understand, support, and demand excellence in planning and plan implementation; and

WHEREAS, the month of October 2016 is designated as National Community Planning Month throughout the United States of America and its territories; and

WHEREAS, the celebration of National Community Planning Month provides an opportunity to publicly recognize the participation and dedication of the members of planning and zoning boards and other citizen planners who have contributed their time and expertise to the improvement of the north central Florida region; and

WHEREAS, the celebration of National Community Planning Month provides an opportunity to publicly recognize the many valuable contributions made by professional community and regional planners in the north central Florida region and extend our heartfelt thanks for the continued commitment to public service by these professionals.

NOW, THEREFORE, by the North Central Florida Regional Planning Council hereby proclaims the month of October 2016 as ***Community Planning Month*** throughout the north central Florida region in conjunction with the celebration of National Community Planning Month.

DULY ADOPTED AND PROCLAIMED this 22nd day of September 2016.

ATTEST:

SEAL



Louie Davis, Secretary-Treasurer



Rick Davis, Chair



PROCLAMATION

DECLARING OCTOBER 7, 2016 AS MANUFACTURING DAY

WHEREAS, the Fabrication and Manufactures Association International, the National Association of Manufactures, the U.S. Department of Commerce Manufacturing Extension Partnership and the Manufacturing Institute have designated the first Friday of October as Manufacturing Day;

WHEREAS, the goals of Manufacturing Day are to celebrate the impact manufacturing has on the north central Florida region, increase awareness about the benefits of a manufacturing career and attract students to future manufacturing jobs;

WHEREAS, recognizing Manufacturing Day is an effective way to highlight the importance of manufacturing in our region and support those manufacturing and school programs that prepare our future workforce;

WHEREAS, over 600 manufacturers provide jobs for over 16,000 citizens throughout the region and create products ranging from pulp and lumber products to fire rescue vehicles to orthopedic implant devices;

WHEREAS, regional companies and education/workforce partners support manufacturing and manufacturing careers through increased collaboration and service to the regional manufacturing community;

WHEREAS, manufacturing brings increased economic diversity to our region by providing high paying jobs at all skill levels and furthering the standard of living by focusing on technology, innovation and production;

NOW, THEREFORE, the North Central Florida Regional Planning Council hereby proclaims October 7, 2016 as **Manufacturing Day** in the north central Florida region and that the Council urges all citizens to discover the value manufacturing brings to our economy and encourages students and educators to learn about the possibility of manufacturing as a career.

DULY ADOPTED AND PROCLAIMED this 22nd day of September 2016.

ATTEST:

SEAL



Louie Davis, Secretary-Treasurer



Rick Davis, Chair



PROCLAMATION

DECLARING OCTOBER 16-22, 2016 AS HAZARDOUS MATERIALS AWARENESS WEEK

WHEREAS, the safe use of hazardous materials is essential to citizens, business, industry and local governments to maintain economic stability and the public health; and

WHEREAS, the North Central Florida Regional Planning Council recognizes the importance of protecting our communities from both accidental and deliberate releases of hazardous materials and joins the North Central Florida Local Emergency Planning Committee, and numerous municipalities, counties and school boards, in publicly promoting community hazardous materials safety; and

WHEREAS, it is essential for local governments, regional planning councils and local emergency planning committees to work together to increase community safety by encouraging emergency responders to attend free training on how to safely respond to releases of hazardous materials; and

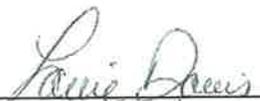
WHEREAS, citizens need to know that local governments, businesses, emergency responders and emergency planners are working together to ensure that our communities are as prepared as possible for both accidental and deliberate releases of hazardous materials.

NOW, THEREFORE, the North Central Florida Regional Planning Council hereby proclaims the week of October 16-22, 2016 as *Hazardous Materials Awareness Week* throughout the north central Florida region.

DULY ADOPTED AND PROCLAIMED this 22nd day of September 2016.

ATTEST:

SEAL



Louie Davis, Secretary-Treasurer



Rick Davis, Chair



PROCLAMATION

DECLARING OCTOBER 16-21, 2016 AS FLORIDA CITY GOVERNMENT WEEK

WHEREAS, city government is the government closest to most citizens; and the one with the most direct daily impact upon its residents; and

WHEREAS, city government is administered for and by its citizens, and is dependent upon public commitment to and understanding of its many responsibilities; and

WHEREAS, city government officials and employees share the responsibility to pass along understanding of public services and their benefits; and

WHEREAS, Florida City Government Week is a very important time to recognize the important role played by city government in our lives; and

WHEREAS, this week offers important opportunity to spread the word to all citizens of Florida that they can shape and influence this branch of government which is closest to the people; and

WHEREAS, the Florida League of Cities and its member cities have joined together to teach students and other citizens about municipal government through a variety of different projects and information; and

WHEREAS, Florida City Government Week offers an important opportunity to convey to all citizens of Florida that they can shape and influence government through their civic involvement.

NOW, THEREFORE, the North Central Florida Regional Planning Council hereby proclaims the week of October 16-21, 2016 as Florida City Government Week throughout the north central Florida region.

DULY ADOPTED AND PROCLAIMED this 22nd day of September 2016.

ATTEST:

SEAL



Louie Davis, Secretary-Treasurer



Rick Davis, Chair



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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: 2017-19 U. S. Economic Development Administration Partnership
 Planning Grant Application

RECOMMENDATION:

Authorize the Chair to submit an Application for Federal Assistance for a three-year Partnership Planning investment grant to the U.S. Economic Development Administration in the amount of \$189,000 and authorize the Chair to execute the grant award if the application is approved.

BACKGROUND:

The Council is designated by the U. S. Department of Commerce, Economic Development Administration, as an Economic Development District. Every three years the Council applies for and receives a planning grant from the Economic Development Administration to fund a portion of the Council's economic development program.

The Atlanta Regional Office of the U. S. Economic Development Administration has invited the Council to submit an Application for Federal Assistance for a three-year Partnership Planning investment grant in the amount of \$189,000. Based upon the Administration's preliminary analysis of the economic distress of the region, this invitation in the amount of \$189,000 will require a local match of \$81,000.

As you will recall, this program consists, in part, of the preparation of the Comprehensive Economic Development Strategy and assistance to local governments in submitting applications for state and federal assistance for various development projects in the region.

If you have any questions concerning this matter, please do not hesitate to contact me.

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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Metropolitan Transportation Planning Organization
 for the Gainesville Urbanized Area Staff Services Agreement

RECOMMENDATION:

Authorize the Chair to execute the Professional Staff Services Agreement with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

BACKGROUND:

As you know, the Council provides professional staff services to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to assist them with administering a continuing, cooperative, comprehensive transportation planning program pursuant to a Federal Highway Administration and Florida Department of Transportation approved unified work program. In particular, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the designated metropolitan planning organization, is responsible for developing and maintaining a long-range transportation plan and transportation improvement program.

The existing agreement with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for professional staff services was approved in 2010. Recently, the Federal Highway Administration and the Florida Department of Transportation have requested that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Council update this Agreement to revise federal statutory and regulation citations and related administrative items.

Funding for these services is provided by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area through funds received from the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation, Florida Commission for the Transportation Disadvantaged, Alachua County and the City of Gainesville. The scope of work and services to be provided by the Council remains the same.

If you have any questions concerning this matter, please do not hesitate to contact me.

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



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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Department of Transportation District 2
Local Government Transportation Summit Sponsorship

RECOMMENDATION:

Approve the Council being a sponsor for the Florida Department of Transportation District 2 Local Government Transportation Summit for an estimated amount of \$1,500.

The District 2 Local Government Transportation Summit is being presented by the Florida Department of Transportation. The Summit is an opportunity for local government representatives to learn about the various programs and funding opportunities that the Department offers to support communities and their visions. The event will focus on:

- Discussing new and ongoing funding programs;
- Explaining what projects and activities are eligible for funding;
- Learning about new project data and technologies;
- Introducing new policy changes that will impact the operations of partnerships; and
- Recognizing the success of partnerships.

The Summit is designed for local government staff, including public works professionals, administrators, planners and grant specialists in project solicitation and development. The Summit will be held on January 26, 2017 at the Holiday Inn and Suites in Lake City, FL from 10:00 a.m. to 5:00 p.m. It is recommended that the Council be a sponsor of the Summit for an estimated amount of \$1,500.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Local Government Comprehensive Planning Services Agreement
Fiscal Year 2016-17 Town of Bell

RECOMMENDATION:

Authorize the Chair to execute an agreement with the Town of Bell to provide local government comprehensive planning assistance services in the amount of \$10,000.

BACKGROUND:

The Council proposes to enter into a technical assistance agreement with the Town of Bell to provide local government comprehensive planning assistance to prepare evaluation based amendments and an economic development element to the comprehensive plan of the Town. These amendments will be prepared in accordance with an evaluation of the comprehensive plan completed by the Town to identify amendments needed to address changes to state statutes and administrative rules. The amount of the agreement will be \$10,000.

If you have any questions concerning this matter, please do not hesitate to contact me.

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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Local Government Comprehensive Planning Services Agreement
Fiscal Year 2016-17 Town of Mayo

RECOMMENDATION:

Authorize the Chair to execute an agreement with the Town of Mayo to provide local government comprehensive planning assistance services in the amount of \$5,500.

BACKGROUND:

The Council proposes to enter into a technical assistance agreement with the Town of Mayo to provide local government comprehensive planning assistance to prepare evaluation based amendments to the comprehensive plan of the Town. These amendments will be prepared in accordance with an evaluation of the comprehensive plan completed by the Town to identify amendments needed to address changes to state statutes and administrative rules. The amount of the agreement will be \$5,500.

If you have any questions concerning this matter, please do not hesitate to contact me.

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October 20, 2016

TO: Council Members
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Transportation Disadvantaged Local Coordinating Board Chair Appointment
Columbia, Hamilton and Suwannee Counties

RECOMMENDATION:

Appoint Commissioner Beth Burnam Chair of the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board.

BACKGROUND:

According to Rule 41-2.012 of the Florida Administrative Code, the North Central Florida Regional Planning Council, serving as the Designated Official Planning Agency, is responsible for appointing the Chair of the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board.

Chapter I. F. (1) of the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board Bylaws provides for the Board to annually recommend a local elected official to serve as Chair of the Board to the Council. At its September 7, 2016 meeting, the Board recommended the Council appoint Commissioner Beth Burnam as Chair of the Board.

If you have any questions concerning this matter, please do not hesitate to contact me.

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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Local Coordinating Board Appointments
 Levy County

RECOMMENDATION:

Appoint Dale French as the voting Workforce Development Board Representative and Kathleen Woodring as the alternate Workforce Development Board Representative on the Levy County Transportation Disadvantaged Coordinating Board.

BACKGROUND:

According to Rule 41-2.012 of the Florida Administrative Code, the Council, serving as the Designated Official Planning Agency, is responsible for appointing members to the local Transportation Disadvantaged Coordinating Boards. It is recommended Dale French be appointed the voting Workforce Development Board Representative and Kathleen Woodring be appointed the alternate Workforce Development Board Representative on the Levy County Transportation Disadvantaged Coordinating Board.

If you have any questions concerning this matter, please do not hesitate to contact me.



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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Transportation Disadvantaged Program -
Community Transportation Coordinator Designation for
Madison County

RECOMMENDATION:

- **Recommend the use of the competitive request for proposals processes to designate a Community Transportation Coordinator for Madison County.**
- **Authorize the Executive Director to appoint a Selection Committee of at least three Council employees who have experience and knowledge of Florida's Transportation Disadvantaged Program.**
- **Authorize the Selection Committee to review and assign points to the proposals and make a recommendation to the Council concerning the designation of the Community Transportation Coordinator for Madison County.**

BACKGROUND:

The Council is the Designated Official Planning Agency for the Transportation Disadvantaged Program in Madison County. The Florida Commission for the Transportation Disadvantaged requires that the designated official planning agencies use the competitive request for proposals process to recommend the designation of non-governmental Community Transportation Coordinators at the end of each contract period.

Big Bend Transit, Inc. is the designated Community Transportation Coordinator for Madison County. Big Bend Transit, Inc.'s Memorandum of Agreement will expire June 30, 2017. Therefore, the Council must use a competitive request for proposals process to recommend the Community Transportation Coordinator for Madison County.

The Council will accept proposals from qualified agencies or firms for the award of a contract to coordinate transportation services for the transportation disadvantaged in Madison County. The selected contractor will be the designated Community Transportation Coordinator under Florida's Transportation Disadvantaged Program, as authorized by Chapter 427, Florida Statutes, and more fully described in Rule 41-2, Florida Administrative Code.

A Selection Committee will be appointed by the Executive Director. The Selection Committee will be comprised of at least three Council employees who have experience and knowledge of Florida's Transportation Disadvantaged Program. Each Selection Committee member will assign points to the proposals. A numerical ranking will be established for all proposals sent to the Council.

The proposals and rankings by the Selection Committee will be provided to the Madison County Transportation Disadvantaged Coordinating Board for review. The Board may provide non-binding comments concerning the proposals to the Council.

The Council will review the recommendations of the Selection Committee and any comments provided by the Madison County Transportation Disadvantaged Coordinating Board and forward a recommendation to the Florida Commission for the Transportation Disadvantaged concerning the designation of the Community Transportation Coordinator including any terms of designation. The Florida Commission for the Transportation Disadvantaged will make the final designation.

If you have any questions concerning this matter, please do not hesitate to contact me.



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October 20, 2016

TO: Council Members
FROM: Rick Davis, Chair
SUBJECT: Committee Appointment

RECOMMENDATION:

Ratify the appointment of Garth Nobles, Jr. as Vice-Chair of the Nominating Committee.

BACKGROUND:

Due to an upcoming vacancy of the Nominating Committee Vice-Chair, an appointment to this committee needs to be made at this time.

In order to maintain a balance among city, county and gubernatorial representatives, I am recommending the appointment of Garth Nobles, Jr. as Vice-Chair of the Nominating Committee effective November 15, 2016.

VII. B.



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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program Resolution of Appreciation

RECOMMENDATION:

Approve the attached resolution of appreciation for Commissioner Jason Bashaw.

BACKGROUND:

The attached resolution of appreciation is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Commissioner Jason Bashaw served as the Suwannee County Local Elected Official on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board since June 2015 and as Chair of the Board since December 2015.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

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Dedicated to improving the quality of life of the Region's citizens,
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RESOLUTION

WHEREAS, Commissioner Jason Bashaw has served as the Suwannee County Local Elected Official since June 2015 and as Chair of the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board since December 2015; and

WHEREAS, Commissioner Jason Bashaw ably discharged his duties as the Suwannee County Local Elected Official and as Chair of the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board;

NOW, THEREFORE, BE IT RESOLVED: That the members and staff of the North Central Florida Regional Planning Council do hereby express their appreciation to Commissioner Jason Bashaw for the dedicated service he rendered to the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board, and for his concern for the transportation disadvantaged needs of Columbia, Hamilton and Suwannee Counties and the State of Florida; and

BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the North Central Florida Regional Planning Council for all citizens of the community to view and recognize the accomplishments and service of Commissioner Jason Bashaw.

Rick Davis, Chair

ADOPTED BY THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

October 27, 2016

Date



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October 20, 2016

TO: Council Members

FROM: Rick Davis, Chair

SUBJECT: Executive Director Elected Second Vice-President of the National Association of Development Organizations

Our executive director, Scott Koons, has been elected Second Vice-President of the National Association of Development Organizations.

The National Association of Development Organizations provides advocacy, education, research and training to a national network of 520 regional development organizations primarily serving small metropolitan and rural regions. The Association is an advocate for federal programs and policies that promote regional strategies and solutions for addressing local community and economic development needs. The National Association of Development Organizations and the National Association of Development Organizations Research Foundation identify and promote best practices, analyze the impact of federal policies and programs on regional development organizations and local communities, and examine the latest trends and developments in the field of regional community and economic development.

As the premier organization for the executive leaders and professional staff of the nation's regional development organizations, the National Association of Development Organizations and its members have worked together since 1967 to promote the regional cooperation of local governments and communities. In 1988, the National Association of Development Organizations Research Foundation was founded to serve as the research and professional development affiliate of the Association.

Congratulations to Scott.

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October 20, 2016

TO: Council Members
 FROM: Scott R. Koons, AICP, Executive Director *SRK*
 SUBJECT: Appointment of Areawide Development Co., Inc. Members

RECOMMENDATION:

Appoint members for two-year terms to the North Central Florida Areawide Development Co., Inc.

BACKGROUND:

The Articles of Incorporation of the small business loan company, the North Central Florida Areawide Development Co., Inc., (ADCO) require that the Council make appointments of its members. These appointments are to be made on even numbered years for two-year terms.

A list of individuals to be considered for appointment is attached.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

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NORTH CENTRAL FLORIDA
AREAWIDE DEVELOPMENT CO., INC.
GENERAL MEMBERSHIP NOMINATIONS

October 27, 2016

MEMBERS

Anthony Adams, Lafayette County
LaBarfield Bryant, Hamilton County
Harvey Budd, Alachua County
Beth Burnam, Hamilton County
Jim Catron, Madison County
Charles Chestnut, Alachua County
Ken Cornell, Alachua County
Louie Davis, Alachua County
Rick Davis, Madison County
Shirlie Hampton, Taylor County
Adrian Hayes-Santos, Alachua County
John Meeks, Levy County
James Montgomery, Columbia County
Garth Nobles, Jr., Suwannee County
David Pieklik, Levy County
Daniel Riddick, Bradford County
DeLoris Roberts, Alachua County
Larry Sessions, Suwannee County
Kevin Sheilley, Marion County
James Tallman, Union County
Kenrick Thomas, Gilchrist County
Lorene Thomas, Dixie County
Helen Warren, Alachua County
Robert Wilford, Alachua County
Stephen Witt, Columbia County



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October 20, 2016

TO: Council Members

FROM: James Montgomery, Chair
Clearinghouse Committee

RE: Chair's Report

COMMITTEE-LEVEL REVIEW ITEMS

The next regularly-scheduled meeting of the Clearinghouse Committee is 6:00 p.m., October 27, 2016 at the Holiday Inn and Suites, 213 SW Commerce Boulevard, Lake City. At its meeting, the Committee will review the following Committee-level item which requires Council action.

I will present an oral report on the Committee's actions and recommendations at the Council meeting held later that evening.

Comprehensive Plan Amendments

#127 - City of Hawthorne Comprehensive Plan Draft Amendment (DEO No. 16-1ESR)

Please be advised that the Clearinghouse Committee meeting packet is posted on the Council website at <http://ncfrpc.org> (click on Upcoming Meetings and Meeting Packets, then click on Clearinghouse Committee Full Packet).

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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

RE: Proposed Evaluation and Appraisal Report-based Amendments to the North Central Florida Strategic Regional Policy Plan

RECOMMENDATION:

Authorize staff to transmit the proposed North Central Florida Strategic Regional Policy Plan Evaluation and Appraisal Report-based Amendments, as recommended by the Regional Planning Committee, to the Executive Office of the Governor, state and regional agencies and local governments for review and comment and to place copies of the proposed amendments at regional libraries within the region.

BACKGROUND:

At its September 22, 2016 meeting, the Regional Planning Committee voted to forward the Evaluation and Appraisal Report amendments to the North Central Florida Strategic Regional Policy Plan to the Council for consideration. The proposed amendments implement Council findings and recommendations contained in the North Central Florida Strategic Regional Policy Plan Evaluation and Appraisal Report that the Council approved December 10, 2015. Please find attached excerpts of the proposed amendments to the North Central Florida Strategic Regional Policy Plan. A complete version of the proposed amendments is available on the Council website at www.ncfrpc.org/publications.html.

The process for the adoption of regional plan amendments is the same as for the adoption of the original regional plan and is governed by Chapter 186, Florida Statutes, and Chapter 27E-5, Florida Administrative Code. Should the Council accept the proposed amendment package, a copy of the proposed amendments must be submitted for review and comment to the Executive Office of the Governor, affected state agencies such as the Florida Department of Economic Opportunity and the Florida Department of Transportation, as well as regional agencies and local governments located within the region. The Council must also place copies of the proposed amendments at each regional library within the region.

The Executive Office of the Governor has 60 days from the receipt of the proposed amendments to review for consistency with the State Comprehensive Plan, Chapter 186, Florida Statutes, and Rule 27E-5, Florida Administrative Code. The Executive Office of the Governor will solicit review comments from any federal, state, regional or local agency with responsibility in the subject areas addressed in the regional plan and will coordinate all state agency responses to the proposed amendments.

Memo Regarding Proposed Amendments to Regional Plan
October 20, 2016
Page 2

Within 30 days of receipt of the proposed amendments by the Executive Office of the Governor, state and regional agencies will review the proposed plan amendments and submit comments and recommendations to the Executive Office of the Governor. Similarly, local governments have 30 days to provide comments to the Executive Office of the Governor for consideration in the state review of the proposed amendments.

The Executive Office of the Governor shall consider the comments and recommendations of state agencies, regional agencies and local governments in its review. The Executive Office of the Governor must transmit its findings and recommendations, if any, to the Council within 60 days of its receipt of the proposed amendments. In addition to submitting comments to the Executive Office of the Governor, local governments have 60 days from the date of receipt of the amendments to provide comments directly to the Council.

Within 90 days of receipt of the report from Executive Office of the Governor, the Council may amend the plan to reflect any changes recommended by the Executive Office of the Governor, the public or local governments, then notice and conduct rulemaking to adopt the amendments pursuant to Section 120.54, Florida Statutes.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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North Central Florida Strategic Regional Policy Plan

September 2016



North Central Florida
Regional Planning Council

DRAFT



North Central Florida Strategic Regional Policy Plan

~~October 2011~~ September 2016

~~This document has been prepared with financial assistance from
the Florida Department of Community Affairs~~

North Central Florida Regional Planning Council
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Amended August 28, 1997, February 27, 2003, ~~and~~ October 27, 2011 ~~and~~

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Table of Contents

Introduction..... xi

Executive Summary..... **xxiii**

Strategic Regional Subject Areas

Chapter

I Affordable Housing..... I-1

II Economic Development II-1

III Emergency Preparedness III-1

IV Natural Resources of Regional Significance IV-1

V Regional Transportation V-1

VI Regionally Significant Facilities And Resources VI-1

VII Coordination Outline VII-1

Appendix

A. Dispute Resolution Rule..... A-1

B. Glossary of Terms B-1

C. Maps of Natural Resources of Regional Significance C-1



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List of Tables

Table	Page
1.1 Change in Number of North Central Florida Dwelling Units, 1980 2000	I-2
1.2 Percentage of Occupied Housing Units by Tenure, 1980, 1990 and 2000	I-4
1.3 Number of Mobile Homes and Mobile Homes as a Percentage of Total Housing Units, 1980, 1990 and 2000	I-6
1.4 Number and Percentage of Mobile Homes and Conventional Detached Single Family Residential Dwelling Units by Incorporated and Unincorporated Location, 2000	I-7
1.5 Number and Percentage of Total Dwelling Units Lacking Complete Plumbing Facilities, 1980, 1990 and 2000.....	I-12
1.6 Overcrowding - Number and Percentage of Occupied Year-round Housing with 1.01 or More Persons per Room, 1980, 1990 and 2000	I-13
1.7 Percentage of 2000 Renter Households by Percentage of 1999 Household Income Spent on Gross Rent	I-15
1.8 Percentage of 2000 Households by Selected Monthly Owner Costs as a Percentage of 1999 Household Income	I-16
1.9 Median Sales Price by Year, Single Family Residences, 2000 - 2005	I-17
1.10 Average Annual Wage by County, 2000 - 2005	I-18
1.11 Estimated Monthly Mortgage Payment for a Single Family Residential Dwelling Unit, 2000 - 2005	I-20
1.12 Percent of Households by Income and Housing Cost Burden, 2005	I-22
2.1 North Central Florida Migration, International and Domestic Migration, 2005 Average Wages per Job, North Central Florida Region and State, 2001 to 2010	II-4
2.2 Median Age Projections for North Central Florida High School Graduation Rates, North Central Florida Region and State, School Years 2001-02 to 2010-11	II-5
2.3 Educational Attainment by County, Persons Age 25 Years and Over Eighth Grade Math Performance, Percent of Students Scoring at or Above Level 3 of 5 on, Florida Comprehensive Assessment Test, North Central Florida Region and State, 2001 to 2010	II-7
2.4 Labor Force Amount and Unemployment Rates by County Gross Domestic Product, North Central Florida Region and State, Billions of Fixed 2005 Dollars, 2001 to 2010	II-10

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

DRAFT



List of Tables (Continued)

Table	Page
2.5 Persons Living in Poverty, (Percent), 2003 <u>Tourism Development Tax Collections North Central Florida Region and State, Thousands of Dollars, 2000-02 to 2009-10</u>	II-12
2.6 Labor Force Participation Rates for North Central Florida Trade Exports, <u>North Central Florida Region and State, Billions of Fixed 2005 Dollars, 2001 to 2010</u>	II-13
2.7 Employment and Wages by Industry, 2005 Trade Imports, North Central Florida <u>Region and State, Billions of Fixed 2005 Dollars, 2001 to 2010</u>	II-15
2.8 Employment Changes in North Central Florida by Industrial Sector, 1990 to 2005 <u>Population Counts, Estimates and Projections, North Central Florida Region and State, 2000 to 2040</u>	II-16
2.9 North Central Florida Region—Personal Income Component Annual Building Permits, <u>North Central Florida Region and State, Residential Units, 2001 to 2010</u>	II-17
2.10 Per Capita Income by County (Nominal \$) Daily Vehicle Miles Traveled, North Central <u>Florida Region and State, Millions of Miles, 2001 to 2010</u>	II-19
2.11 Home Prices in First Quarter, 2007 Average Annual Unemployment Rates, North <u>Central Florida Region and State, 2001 to 2010</u>	II-22
2.12 Industrial Zoned Land by County, 2005 <u>Employment by Industry, North Central Florida Region, 2001 to 2010</u>	II-25
2.13 Gainesville Regional Utilities Long-Range Demand Estimates <u>Employment by Sector (Thousands), North Central Florida Region and State, 2001 to 2010</u>	II-26
2.14 Water Capacity for Select North Central Florida Municipalities <u>Percent Employment by Sector, North Central Florida Region, 2001 to 2010</u>	II-27
2.15 Wastewater Capacity for Select North Central Florida Municipalities <u>Average Annual Wages by Industry, North Central Florida Region, Thousands of Current Dollars, 2001 to 2010</u>	II-28
2.16 County Finance: Expenditure by Function of County Government, <u>Fiscal Year 2003-2004 Average Annual Wages by Sector, North Central Florida Region and State, Thousands of Current Dollars, 2001 to 2010</u>	II-29
2.17 County Finance: Expenditure by Function of County Government, <u>Percent of Total Expenditures, Fiscal Year 2003-2004 Millage Rates, North Central Florida Region and State, 2001 to 2010</u>	II-30

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

DRAFT



List of Tables (Continued)

Table	Page
2.18 Millage Rates by County, 2005 Registered 501(c)3 Organizations, Public and Private Foundation Charities, North Central Florida Region and State, 2001 to 2010	II- 31
2.19 Regional Employment by Industry Sector Voter Participation, North Central Florida Region and State, Biennial General Elections, 2000 to 2010	II- 34
2.20 Summary Shift-Share Analysis for North Central Florida, 1990–2005 Real Personal Per Capita Income, North Central Florida Region and State, Fixed 2005 Dollars, 2001 to 2010	II- 43
<u>2.21 Relative Housing Price, North Central Florida Region and State, National Index = 1.0, 2001 to 2010</u>	<u>II-</u>
<u>2.22 Percent of Persons Living in Poverty, North Central Florida Region and State, 2001 to 2010</u>	<u>II-</u>
3.1 North Central Florida National Oceanic and Atmospheric Administration Weather Radio Coverage	III- 3
3.2 <u>2015</u> Clearance Times for Base Scenario, 2010	III- 6
3.3 North Central Florida Public Shelter Capacity Using American Red Cross Guidelines	III- 7
3.4 Regionally Significant Emergency Preparedness Facilities	III- 9
4.1 Natural Resources of Regional Significance	IV- 3
4.2 Water Withdrawals by Source, (Millions of Gallons per Day), 2000 <u>2012</u>	IV- 17
4.3 Water Use: Water Withdrawals by Category, (Millions of Gallons per Day), 2000 <u>2010</u>	IV- 18
4.4 Water Withdrawals by Category, Percent of Total, 2000 <u>2010</u>	IV- 19
4.5 North Central Florida First Magnitude Springs: Water Quality Change Over Time	IV- 27
4.6 Florida Department of Health Fish Consumption Advisories, 2006 <u>2016</u>	IV- 42
4.7 Verified List of Impaired North Central Florida Waters (As Approved by the U.S. Environmental Protection Agency)	IV- 46
5.1 North Central Florida Residents Using Public Transportation as Primary Means of Travel to Work, Workers Age 16 and Over	V- 2

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

DRAFT



List of Tables (Continued)

Table	Page
5.2 North Central Florida Transportation Disadvantaged Programs.....	V-5
5.3 Projected Transportation Disadvantaged Population	V-6
5.4 Transportation Disadvantaged Population as Percentage of Total Population Projected Transportation Disadvantaged Annual Trip Demand	V-9
5.5 Projected Transportation Disadvantaged General Trip Demand North Central Florida Paratransit Ridership, Fiscal Years 2013-14 and 2014-15	V-11
5.6 North Central Florida Paratransit Ridership, Fiscal Years 1998-99 and 2008-09 North Central Florida Paratransit Funding, Fiscal Years 2013-14 and 2014-15	V-12
5.7 North Central Florida Paratransit Funding, Fiscal Years 1998-99 and 2008-09 Regionally Significant Transportation Facilities	V-13
5.8 Estimated and Projected Transportation Disadvantaged Total Unmet Trip Demand V-14	
5.9 Regionally Significant Transportation Facilities	V-15
5.10 Miles of Regional Road Network Segments not Meeting Adopted Level of Service Standards, by Year	V-22
5.11 Miles of Regional Road Network Segments, Less Gainesville, Not Meeting Adopted Level of Service Standards, by Year	V-24
5.12 Miles of Regional Road Network Segments Meeting Adopted Level of Service Standards but Within 15 Percent of Service Volume Capacity, by Year	V-25
5.13 Miles of Regional Road Network Segments, Less Gainesville, Meeting Adopted Level of Service Standards but Within 15 Percent of Service Volume Capacity, by Year	V-26
5.14 Projected Miles of Regional Road Network within 85 Percent and Over of Maximum Volume Capacity at Adopted Level of Service Standard, by Jurisdiction and Year	V-28
5.15 Estimated Cost to Upgrade Regional Road Network Operating Over 100 Percent of Capacity to Minimum Level of Service Standards - 2009 Dollars ..	V-32
5.16 Estimated Cost to Upgrade Regional Road Network Operating at 85 Percent and Over of Maximum Volume Capacity to Minimum Level of Service Standards - 2009 Dollars	V-32

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

DRAFT



List of Tables (Continued)

Table	Page
5.17 Summary of Regional Plan Policies 5.1.1 through 5.1.4 Local Government Comprehensive Plans	V-43
5.18 Summary of Regional Plan Policies 5.1.5 through 5.1.6 Developments of Regional Impact	V44



List of Illustrations

Illustration	Page
2.1 — Poverty Levels by County in the State of Florida, 2000	II-11
2.2 — Regional Commuting Patterns.....	II-20
2.3 — Location Quotient Analysis, 2007.....	II-36
2.4 — Shift Share Analysis, Forestry and Fishing Industry.....	II-38
2.5 — Tourism Increases by Region in Florida, 2003–2004.....	II-39
2.6 — Shift Share Analysis, Retail Trade in North Central Florida, 2007–2020	II-41
2.7 — Shift Share Analysis, Healthcare and Social Assistance Services, 2007–2020.....	II-42
2.8 — Target Industries Identified through Enterprise Florida.....	II-46
4.1 Migration of Groundwater Basin Divide.....	IV-20
4.2 North Florida Model Area Water Demand Projections.....	IV-21
4.3 Potentiometric Surface Decline Across Section A-A	IV-22
4.4 Upper Santa Fe River Basin Potentiometric Surface Decline from Pre-Development through 1998	IV-23
4.5 Proposed Water Supply Planning Regions	IV-25
5.1 North Central Florida Regional Road Network and Gainesville Regional Airport	V-20



Introduction

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

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Introduction

Page x



Introduction

A. What is a Strategic Regional Policy Plan?

The North Central Florida Strategic Regional Policy Plan is a long-range guide for the physical, economic, and social development of a planning region which identifies regional goals and policies. It is not just a plan for the regional planning council. It is a plan for the region. The plan contains regional goals and policies designed to promote a coordinated program of regional actions directed at resolving problems identified in the trends and conditions statements contained within each strategic regional subject area. The required strategic regional subject areas are affordable housing, economic development, emergency preparedness, natural resources of regional significance, and regional transportation. The plan must also identify and address significant regional resources and facilities that could be adversely affected by development activities.

The Strategic Regional Policy Plan is intended to be strategic rather than comprehensive in nature and scope. Rule 27E-5.002(9), Florida Administrative Code, defines "strategic" as proactive, future and result-oriented with a focus on important long-term priorities, needs and problems of the region. It is not required to address all the goals in the State Comprehensive Plan (Chapter 187, Florida Statutes); however, it must nevertheless be consistent with and further the State Comprehensive Plan.

The regional plan is not a regulatory document, nor does it create regulatory authority. According to state law, the regional plan may not establish binding level of service standards for public facilities and services provided or regulated by local governments; however, this limitation does not limit the authority of regional planning councils to propose objections, recommendations, or comments on local plans or plan amendments (Chapter 186.507(14) Florida Statutes).

B. Purpose of the Strategic Regional Policy Plan

The regional plan serves as a basis for the review of the resources and facilities found in local government comprehensive plans originating in the region. Other purposes, as described in 27E-5.001(1), Florida Administrative Code, include:

- (1) To implement and further the goals and policies of the State Comprehensive Plan with regard to the strategic regional subject areas and other components addressed in the plan;
- (2) To provide long-range policy guidance for the physical, economic, and social development of the region;
- (3) To establish public policy for the resolution of disputes over regional problems, needs, or opportunities through the establishment of regional goals and policies and to provide a regional basis and perspective for the coordination of governmental activities and the resolution of problems, needs, and opportunities that are of regional concern or scope;



- (4) To establish goals and policies, in addition to other criteria established by law, that provide a basis for the review of developments of regional impact, regional review of federally assisted projects, and other activities of the regional planning council. In addition, the plan may recommend specific locations or activities in which a project, that due to its character or location, should be a development of regional impact within the region. Standards included in strategic regional policy plans shall be used for planning purposes only and not for permitting or regulatory purposes. A regional planning council shall not adopt a planning standard that differs materially from a planning standard adopted by rule by a state or regional agency when such rule expressly states the planning standard is intended to preempt action by the regional planning council;
- (5) To establish goals and policies to assist the state and the Council in the determination of consistency of local comprehensive plans with strategic regional policy plans and the State Comprehensive Plan. Strategic Regional Policy Plans shall serve as a basis to review the resources and facilities found in local government comprehensive plans;
- (6) To establish land development and transportation goals and policies in a manner that fosters region-wide transportation systems;
- (7) To serve as a basis for decisions by the regional planning council;
- (8) To guide the administration of federal, state, regional, and local agency programs and activities in the region to the extent provided by law;
- (9) To identify significant regional resources and facilities, infrastructure needs, or other problems, needs, or opportunities of importance to the region;
- (10) To identify natural resources of regional significance and promote the protection of those resources;
- (11) To set forth economic development goals and policies that promote regional economic growth and improvement; and
- (12) To set forth goals and policies that address the affordable housing and emergency preparedness problems and needs for the region.

The mission of the North Central Florida Regional Planning Council is to improve the quality of life of the Region's citizens by coordinating growth management, protecting regional resources, promoting economic development and providing technical services to local governments. The North Central Florida Strategic Regional Policy Plan implements its mission statement by balancing sustainable economic development with the protection of Natural Resources of Regional Significance. It is the intent of the regional plan to allow economic activities within and near Natural Resources of Regional Significance to the extent that such economic activities do not significantly and adversely affect the functions of the resource. The type and extent of economic activity which can occur without significantly and adversely impacting a Natural Resource of Regional Significance is framed by the goals and policies of the regional plan. The regional plan calls for the protection of the functions and qualities of Natural Resources of Regional Significance, but leaves the specifics of the protection measures to local governments and state regulatory agencies. Furthermore, the scope of regional plan goals and policies are generally limited to Natural Resources of Regional Significance Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003, ~~and~~ October 27, 2011 ~~and~~

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and regional facilities which are specifically identified and mapped in the regional plan, as well as the extent to which the plans and actions of one local government may affect other local governments.

C. Consistency of Local Government Comprehensive Plans with the Strategic Regional Policy Plan

Section 163.3184, Florida Statutes, requires that each local government comprehensive plan in the region be consistent with the regional plan. Consistency is defined by this regional policy plan, as being compatible with and furthering the regional plan. The term "compatible" means that the local plan is not in conflict with the regional plan. The term "furthers" means to take action in the direction of realizing goals or policies of the regional plan. For purposes of determining consistency of the local plan with the regional plan, the regional plan shall be construed as a whole and no specific goal and policy shall be construed or applied in isolation from the other goals and policies in the plan.

D. Strategic Regional Planning Process

The procedures used to formulate the regional plan are set forth in Rule 27E-5.001, Florida Administrative Code. The Council's procedures in developing the regional plan are summarized below.

1. Public Participation

Public input and participation were invited during the initial formulation of the Strategic Regional Policy Plan through a well-publicized public hearing held at the beginning of the planning process and at ensuing Regional Planning Committee meetings where audience input was solicited. Public input will be received at public hearings to be held in the region during the review phase of the draft plan.

2. Local Government Participation

Local government participation has occurred primarily through the county commissioners and municipal officials serving on the Council. Council members were directly involved in the preparation of the SRPP through their participation on the Regional Planning Committee, which was charged with developing a draft of the regional plan. In addition, local government planning staff regularly received and commented on draft strategic regional subject area chapters

3. Participation by Other Agencies

Copies of the draft strategic regional subject area chapters were circulated to various agencies for review and comment during the formulation of the plan. These included the Suwannee River Water Management District, St. Johns River Water Management District, **Southwest Florida Water Management District**, the Florida Department of ~~Community Affairs~~ **Economic Opportunity**, the Florida Department of Environmental Protection, the Florida Department of Transportation, the Florida ~~Game and Fresh Water~~ **Fish and Wildlife Conservation** Commission and the Florida Department of Health ~~and Rehabilitative~~.
Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003, ~~and~~ October 27, 2011 ~~and~~

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Services.

4. Existing Plans

Existing plans and regulations affecting the strategic regional subject areas were reviewed to provide an overall planning and regulatory framework for the trends and conditions analysis for each strategic regional subject area.

5. Data and Analysis

The data utilized in the plan was assembled from various sources. These sources are identified as footnotes located throughout the document. Data utilized in this plan are available for public inspection at the office of the North Central Florida Regional Planning Council in Gainesville.

E. Plan Organization

The content and format of the regional plan is set forth in Rule 27E-5.004, Florida Administrative Code. The organization and content of this plan are summarized below.

1. Executive Summary

The Executive Summary briefly describes strategic regional subject areas and selected goals and policies of specific concern to the region. It also summarizes important conditions and trends that exist in the region.

2. Coordination Outline

The Coordination Outline provides an overview of the Council's cross-acceptance, dispute resolution, public participation, and related regional planning and coordination activities. The outline is presented for information purposes only to describe how local governments and citizens are involved in developing, implementing, and updating the plan, and how the Council will help resolve inconsistencies between local, state, and regional plans.

3. Strategic Regional Subject Areas

The North Central Florida Strategic Regional Policy Plan addresses five strategic regional issue areas: Affordable Housing, Economic Development, Emergency Preparedness, Natural Resources of Regional Significance, and Regional Transportation. Strategic regional subject areas are subject areas that, when viewed from a regional perspective, have the potential to affect the region's significant physical characteristics and/or its quality of life. Each subject area is comprised of a trends and conditions statement; which contains an analysis of factors that describe current conditions and future related trends; regional goals as well as associated regional indicators and policies; and identification of regional facilities and/or resources. A subsection of the trends and conditions statement, entitled "Problems, Needs, and Opportunities" identifies the problems, needs, and opportunities associated with growth and development in

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

DRAFT



the region.¹ The identified problems, needs, and opportunities are derived from the trends and conditions statement. Maps of natural resources of regional significance are included in the plan. These maps are available from the Council at a scale of 1:100,000.

Goals are long term ends toward which programs and activities should be ultimately directed. The goals are derived from the problems, needs, and opportunities section of the trends and conditions statements. Furthermore, goals must be consistent with and further the State Comprehensive Plan. Each regional goal is accompanied by one or more Regional Indicators. Regional Indicators are statements of baseline information against which progress towards achieving the goal can be measured in the region's five-year evaluation and appraisal report. Policies promote activities and programs in furtherance of implementation of regional goals. Regional goals and policies must also be consistent with and in furtherance of the State Comprehensive Plan.

4. Regional Facilities and Resources

Each strategic regional subject area chapter identifies regional resources and/or facilities pertaining to the particular chapter. Regional facilities and/or resources which are not pertinent to one of the plans five strategic regional subject area chapters are identified in this chapter.

5. Glossary of Terms

A glossary section is included which defines key terms appearing in the text.

¹The "Problems, Needs, and Opportunities" section is the only part of the regional plan which identifies problems, opportunities, and needs as required by Rule 27E-5.002(11), Florida Administrative Code.



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Executive Summary



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Executive Summary

A. Affordable Housing

Regional housing affordability issues can be understood in the context of regional housing trends generally, including trends in new construction, tenure, mobile home occupancy, housing quality, and affordability. U.S. Census Bureau data indicates that housing affordability for north central Florida residents worsened between 1990 and 2000. Since 2000, the rate of increase in north central Florida incomes has not kept pace with the rate of increase of housing costs. Furthermore, the available data indicates that housing affordability problems are a regionwide concern.

The regionwide percentage increase in wages between 2000 and 2005 did not keep pace with the regionwide percentage increase in the price of single-family dwelling units. North central Florida wages increased by ~~23.7~~ **18.8** percent during this time period, whereas the cost of a single family dwelling unit increased by ~~80.5~~ **81.9** percent. The relatively high percentage increase in the cost of single-family dwelling units compared to the percentage increase in average annual wages suggests that north central Florida housing is becoming increasingly unaffordable for its residents.

Lower mortgage interest rates result in lower monthly mortgage payments which could allow home buyers to afford homes which are substantially higher priced than might otherwise be expected. In 2000, the nationwide average interest rate on a 30-year mortgage was 8.05 percent. In 2005, the nationwide average interest rate on a 30-year mortgage had declined to 5.87 percent.² Since mortgage rates were higher in 2000 than in 2005, a drop in mortgage interest rates results in lower monthly mortgage payments, thereby increasing the range of housing prices which are affordable to home buyers. It is possible that north central Florida home buyers can afford higher-priced homes in 2005 than in 2000 as a result of a combination of increased wages and reductions in mortgage interest rates.

Reductions in mortgage interest rates helped reduce the impact of increases in the cost of single-family dwelling units during this time period. The region experienced a ~~44.7~~ **45.9** percent increase in the cost of monthly mortgage payments between 2000 and 2005, which is substantially less than the ~~80.5~~ **81.9** percent increase in average sales price. However, even taking into account reductions in monthly mortgage payments as a result of lower interest rates, the ~~44.7~~ **45.9** percent increase in the annual cost of housing between 2000 and 2005 was a significantly faster rate of increase than the ~~23.7~~ **18.8** percent increase in annual wages.

The Council reviews affordable housing analyses for Developments of Regional Impact. While the Development of Regional Impact Adequate (Affordable) Housing Rule provides a useful guide for the determination of affordable housing impacts, it is silent on much of the detailed application of the methodology. Differing interpretations of implementation of the methodology can lead to differing results. Therefore, additional methodology guidance is needed for Development of Regional Impact applicants and the Council, to determine affordable housing supply, demand and the mitigation of identified significant affordable housing impacts.

²As determined by FreddieMac, www.freddiemac.com/pmms/pmms30.htm.



REGIONAL GOAL 1.1. Reduce the percentage of the region's very low-, low-, and moderate-income households spending 30.0 percent or more of their annual household income on housing.

REGIONAL GOAL 1.2. Mitigate significant affordable housing impacts associated with Developments of Regional Impact.

B. Economic Development

~~In January 1978, the North Central Florida Regional Planning Council received its designation as the North Central Florida Economic Development District. The eleven counties in this region include: Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Madison, Suwannee, Taylor and Union counties. All of these counties, with the exceptions of Alachua because it is an urban county, are located within the Governor's third Rural Area of Critical Economic Concern and are actively developing a strategic plan to improve the economic environment of the rural parts of the region.~~

~~The region is experiencing population growth (total population estimated at 480,463 in 2005), but still lags behind the rest of Florida and the nation in terms of wages and wage growth. Poverty rates are still very high, and underemployment is evident in wage rates that in some counties are less than half the national averages. Growth is still primarily from economic migrants, but retirees are starting to move to the area as well, including those that previously lived in South Florida and are looking to find a more sparsely populated location.~~

~~The population in the region is young with a median age of 37.0 for the region compared to 39.7 for the state of Florida. But like the nation which is impacted by the baby boom generation, the population is expected to get older in the next 10 years, with a median age of 39.5 by the year 2020.~~

~~Despite the presence of the state's flagship university in Alachua County, the region's educational attainment lags behind the state as a whole. There is a disparity between the Gainesville area which has a significant capacity for high skill, high wage jobs than the rest of the region.~~

~~The 26 state parks in the region, a state university and several state prisons dramatically reduce the ad valorem tax base of the Economic Development District. The taxable value of every North Central county is considerably below the statewide average so low that the combined taxable value of all 11 of north central Florida's counties is less than that of the average Florida county.~~

~~However, the cost of land is still affordable in the region compared to the rest of Florida. Furthermore, the region can utilize programs such as job tax credits to incentivize prospective businesses. Approximately 3,500 acres of industrially zoned land is available for development within the region. The region is emerging as a transportation/distribution center with its good access to both Interstate Highways 10 and 75.~~

~~The largest employment clusters in the region are healthcare, trade, transportation and utilities, tourism and public administration. Of the four clusters, only healthcare is considered a "basic" industry which exports outside of the region to generate wealth.~~

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

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~~Healthcare has the highest growth rates and highest wage rates of the four clusters. Economic diversification would be beneficial for the region. Target industries for diversification have recently been identified by Enterprise Florida's Rural Area of Critical Economic Concern for all 10 rural counties in the region, and Alachua County has completed a similar study with Lockwood-Greene Consulting for its economic development planning. The target industries are as follows:~~

~~Rural County Target Industries:~~

- ~~• Logistics and Distribution~~
- ~~• Building Component Design and Manufacturing~~
- ~~• Aviation Services and Products~~
- ~~• Bio-Fuels and Energy~~
- ~~• Healthcare Services and Products~~

~~Urban County (Alachua) Target Industries:~~

- ~~• Pharmaceutical/Biotechnology~~
- ~~• Surgical, Medical and Dental Instruments and Supply~~
- ~~• Electronics, Instruments and Telecommunications Equipment~~

~~REGIONAL GOAL 2.1. Diversify the economy of the region and thereby increase the level of employment opportunities and decrease out-migration of productive members of the labor force. This includes non-traditional job sectors and high-skill, high-wage job sectors.~~

~~REGIONAL GOAL 2.2. Encourage and guide infrastructure development into those areas where needed, and where development would not place undue strain on those aspects of the region that are already overloaded, and increase by three the number of communities in the region with centralized sanitary sewer systems.~~

~~REGIONAL GOAL 2.3. Encourage regional or multi-county cooperation wherever possible to avoid unnecessary and expensive duplication and to lower cost for each party involved.~~

~~REGIONAL GOAL 2.4. Support educational and leadership capacity building programs for economic development and tourism industry within the region and graduate 25 persons from economic development leadership academy annually.~~

In January 1978, the North Central Florida Regional Planning Council received its designation as the North Central Florida Economic Development District. The district currently includes 58 county and municipal governments. The 13 counties consist of Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Marion, Suwannee, Taylor and Union. The 45 municipalities include (by County): Alachua - Alachua, Archer, Gainesville, Hawthorne, High Springs, LaCrosse, Micanopy, Newberry and Waldo; Bradford - Brooker, Hampton, Lawtey and Starke; Columbia - Fort White and Lake City; Dixie - Cross City and Horseshoe Beach; Gilchrist - Bell, Fanning Springs and Trenton; Hamilton - Jasper, White Springs and Jennings; Lafayette - Mayo; Levy - Bronson, Cedar Key, Chiefland, Inglis, Otter Creek, Williston and Yankeetown; Madison - Greenville, Lee and Madison; Marion - Belleview, Dunnellon, McIntosh, Ocala and Reddick; Suwannee - Live Oak and Branford; Taylor - Perry; Union - Lake Butler, Raiford and Worthington Springs.



The North Central Florida Economic Development District has a total of 9,717 square miles and is bordered on the west by the Gulf of Mexico and on the north by the Florida-Georgia state line. With the exception of Alachua and Marion Counties, the region is primarily rural, with a 2010 U.S. Census population of 874,401. Over one-half of the population, 578,369, resides in Alachua and Marion Counties. Gainesville is home to the University of Florida, a land grant university, which is the primary economic driver of the region. Unlike many other regions of the state, north central Florida does not have beaches or theme parks, though it has a growing nature and eco-tourism base that takes advantage of the abundant presence of springs and rivers that flow through the region.

The regional climate is very temperate with summer high temperatures averaging in the low to mid nineties and winter low temperatures averaging in the low to mid forties. Record high temperatures have reached the low hundreds. Hard freezes are infrequent, with record low temperatures in the low teens. Average annual rainfall is approximately 50 inches. Hurricanes are a major source of concern throughout Florida. The remote coastal communities of the region are at the greatest risk for storm surge related flooding. However, the primary hurricane threats to most of the population centers of the region are from wind damage and rain induced local flooding.

While largely rural, the region benefits from an extensive transportation network. Interstate 75 is the primary north/south transportation artery that connects the region to central and south Florida, as well as the Southeastern U.S. and Midwest U.S. to the north. Interstate 10 is the east/west transportation artery that connects the region to Jacksonville on the east and the Florida panhandle and Alabama to the west. Rail service in the region is provided by CSX Transportation, Norfolk Southern and other providers. Although the region is not home to a deepwater port, Columbia County will be host to an inland port facility that will be part of the Port of Jacksonville's international trade zone. There are numerous airport facilities in the region with substantial runway infrastructure. Currently, the Gainesville Regional Airport and the Ocala International Airport provide scheduled commercial service.

The economy of the region has proven relatively stable in relation to other areas of the state and nation. While the region has been negatively affected by the national economic downturn, overall it has fared better than many other areas, with lower unemployment rates, rising trade exports and steadily rising Gross Domestic Product. State and local government, especially in education and prisons, remains a significant though declining share of employment in the region. Health care is the second largest employment cluster in the region, followed by retail trade.

The region is rapidly becoming known as an innovation center due to the success of the Sid Martin Biotechnology Incubator in Alachua and the emergence of the Florida Innovation Hub at the University of Florida in Gainesville. A 2006 study by the Milken Institute identified the University of Florida as the top performing public institution at transferring its research to the marketplace, and fifth in the nation overall. Companies launched at the Sid Martin Biotechnology Incubator have attracted over one-half billion dollars in private investments, contracts and grants. An estimated 16 percent of all biotech companies in Florida got their start at the Sid Martin facility.



Regional Goal 2.1. Connect and align education and workforce development programs to develop the region's current and future talent supply chain and meet employer needs.

Regional Goal 2.2. Expand access to education and training programs for talent in distressed markets (e.g., rural, urban core) throughout the region.

Regional Goal 2.3. Grow, sustain and integrate efforts related to research and development, technology commercialization, and seed capital, to create, nurture and expand regional innovation businesses.

Regional Goal 2.4. Increase the number of regional businesses engaged in selling goods and services internationally and the diversification of the markets they serve.

Regional Goal 2.5. Brand and market the north central Florida region as the best location for business.

Regional Goal 2.6. Promote the continued viability of military installations in close proximity to the region.

Regional Goal 2.7. Modernize the transportation, telecommunications, energy, water and wastewater systems of the region to meet future demand and respond to changing business needs.

Regional Goal 2.8. Improve coordination of economic development, land use, infrastructure, water, energy, natural resources, workforce and community development decision-making and investments at the regional level.

Regional Goal 2.9. Streamline permitting, development and other regulatory processes at the local level to meet changing business needs and provide a predictable legal and regulatory environment in the region.

Regional Goal 2.10. Ensure local government agencies provide collaborative, seamless, consistent and timely customer service to regional businesses.

Regional Goal 2.11. Expand opportunities for access to capital for businesses throughout their life cycle.

Regional Goal 2.12. Support and sustain regional partnerships to accomplish the region's economic and quality of life goals.

Regional Goal 2.13. Ensure future growth and development decisions maintain a balance between sustaining the region's environment and enhancing the region's economy and quality of life.

Regional Goal 2.14. Promote, develop, and leverage the region's natural and cultural assets in a sustainable manner.



C. Emergency Preparedness

1. Hurricanes

At the time of 1993's Storm of the Century, no weather buoys or other government-owned weather monitoring instruments were located in the Gulf of Mexico off the Big Bend coastline. Weather buoys provide valuable information regarding temperature, wind speed, wind direction and barometric pressure. Meteorologists run computer models that predict storm surge height based upon these factors.

Storm surge increases in height as it nears land. A need exists for additional buoys or other meteorological instruments located at intervals of 50 and ten miles offshore to help meteorologists more accurately predict storm surges as coastal storms move landward. As of ~~2010~~ **2015**, one Coastal-Marine Automated Network coastal weather station is located in Keaton Beach, no weather buoys are located in the Gulf of Mexico between 10 and 50 miles of Steinhatchee, three weather buoys are located between 51 and 100 miles of Steinhatchee, two weather buoys are located between 101 and 150 miles of Steinhatchee, and four weather buoys are located in the Gulf of Mexico between 151 to 175 miles of Steinhatchee.

Dixie Levy and Taylor counties have ~~four~~ **six** small coastal communities: the unincorporated coastal communities of Jena-Steinhatchee, Dekle Beach-Keaton Beach, Suwannee, and the incorporated ~~Town municipalities~~ of Cedar Key, Horseshoe Beach and Yankeetown. Warning sirens can be useful means of notifying community residents of storm warnings and evacuation orders when other forms of communication fail. During the Storm of the Century, none of these communities had warning sirens. As of 2010 **2015**, ~~four~~ **six** north central Florida coastal communities (Cedar Key, Horseshoe Beach, Dekle Beach, Keaton Beach, & Steinhatchee, and Yankeetown) had emergency warning sirens. The unincorporated communities of Suwannee and Jena do not have sirens.

North central Florida National Oceanic and Atmospheric Administration weather radio signals coverage has been significantly expanded since the Storm of the Century. Computer-generated National Oceanic and Atmospheric Administration weather radio coverage maps developed by the National Oceanic and Atmospheric Administration suggest that, with the exception of a small area parallel to Interstate 10 in Madison County, all of north central Florida is covered by at least one weather radio station.

2. Hazardous Materials Releases

Under contract with the Florida Division of Emergency Management, the North Central Florida Regional Planning Council serves as staff to the North Central Florida Local Emergency Planning Committee. The North Central Florida Local Emergency Planning Committee was established in 1988 in response to the federal Emergency Planning and Community Right-to-Know Act which requires the preparation of local emergency response plans for hazardous materials releases which, for the State of Florida, have been developed utilizing the ~~eleven~~ regional planning council districts.³ The North Central Florida Local Emergency Planning Committee is composed of representatives of 17 different occupational categories. Membership is also distributed geographically to assure that each of the region's ~~eleven~~ counties has at

³Although referred to as a local plan, it is, in fact, a regional plan which addresses all ~~eleven~~ north central Florida counties.



least one resident serving as a member. Committee members are appointed by the State Emergency Response Committee.

The local emergency response plan for north central Florida was adopted by the Committee on June 9, 1989, is updated annually. The North Central Florida Local Emergency Planning Committee emergency response plan identifies locations of possible hazardous materials releases based upon known locations of hazardous materials. The plan also delineates vulnerable zones.⁴

In addition to the emergency response plan, the North Central Florida Local Emergency Planning Committee is also involved in establishing training programs, conducting emergency response exercises, providing public information campaigns, and other activities aimed at minimizing risks from hazardous materials releases.

When a hazardous materials release occurs, a local fire department or other local government personnel arrive at the scene and determine if local resources can deal with the release. If the incident requires greater than local resources, the local government contacts one of the region's regional response teams.

No regional hazardous materials response team is located within a 60-minute response time of Perry or Greenville. North Central Florida Regional Hazardous Materials Response Team members are located in Alachua, Lake City, Gainesville, Starke and Fanning Springs. Response times to all eleven counties by at least one of the regional hazardous materials response teams is 60 to 90 minutes. The District 2 Regional Domestic Security Task Force has hazmat response capabilities located in Tallahassee that also provide coverage to Madison and Perry. However, the response times to Perry and Greenville are still in excess of 60 minutes.

There are areas of north central Florida where the closest hazardous materials response team is in either Valdosta, Georgia or Dothan, Alabama. The Local Emergency Planning Committee has been working to establish a tri-state hazardous materials mutual aid agreement.

3. Mutual Aid Agreements

As of ~~January 2011, 41 of the region's 44~~ **all 58 of the region's** local governments had adopted the Statewide Mutual Aid Agreement for Catastrophic Disaster Response and Recovery. The statewide agreement allows for reimbursement to assisting local governments for most incurred costs from the Emergency Management Preparedness and Assistance Trust Fund as well as from the requesting local government. The agreement also establishes a supervision and control structure for assisting local government personnel and resources at the scene of the emergency, formalizes procedures for making emergency assistance requests, and resolves other mutual aid issues.

REGIONAL GOAL 3.1. Improve emergency preparedness for coastal storms in the region.

REGIONAL GOAL 3.2. Participation by all north central Florida local governments in the National Flood Insurance Program.

REGIONAL GOAL 3.3. Reduce response times of regional hazardous materials response teams to 60

⁴Vulnerable zones are areas where the estimated chemical concentration from an accidental release is at a level where people's health could be adversely impacted during a worst-case release.



minutes for hazardous materials emergencies in Perry, and Greenville.

REGIONAL GOAL 3.4. Improve the ability of emergency response teams to respond to hazardous materials emergencies.

REGIONAL GOAL 3.5. All north central Florida local governments are signatories to the Statewide Mutual Aid Agreement for Catastrophic Disaster Response and Recovery.

D. Natural Resources of Regional Significance

Natural resources of regional significance are natural resources or systems of interrelated natural resources, which due to their function, size, rarity, or endangerment, provide benefits of regional significance to the natural or human environment.⁵ They consist of both coastal and inland wetlands, rivers and their associated floodplains, large forested areas, lakes, springs, the Floridan Aquifer, and land areas with the potential to adversely affect the water quality of the aquifer (stream-to-sink watersheds and high recharge areas). High priority habitat of listed species is also recognized as a Natural Resources of Regional Significance.⁶

Regionally significant natural resources play important roles in the region's economy and quality of life. Drinking water for most residents is drawn from the Floridan Aquifer. The Suwannee-Santa Fe river system and fresh water wetlands serve a valuable role in regulating surface water runoff and flooding. The salt marsh provides a valuable breeding ground for many varieties of commercial seafood. Commercial forest lands play an important role in the regional economy, while public lands provide valuable resource-based recreation for north central Florida residents. Both private and public lands provide important habitats for the survival of native plant and animal species. Nearly all identified Natural Resources of Regional Significance play, or can play, an important role in the region's budding ecotourism industry.

The regional plan balances economic development with the protection of Natural Resources of Regional Significance. It seeks the protection of the functions and qualities of Natural Resources of Regional Significance. Therefore, the plan allows development and economic activity within and near Natural Resources of Regional Significance to the extent that such development and economic activity does not significantly and adversely affect the functions of the resource.

Furthermore, the scope of the regional plan goals and policies is limited to Natural Resources of Regional Significance and regional facilities which are specifically identified and mapped in the regional plan, as well as the extent to which the plans of one local government effect other local governments. The type and extent of economic activity which can occur without significantly and adversely impacting a Natural Resource of Regional Significance is framed by the goals and policies of the regional plan.

⁵North central Florida regionally significant facilities and resources, as defined in Rule 27-E.005, Florida Administrative Code, consist of Regionally Significant Emergency Preparedness Facilities identified in Table 3.4, Natural Resources of Regional Significance identified in Table 4.1, Regionally Significant Transportation Facilities identified in Table 5.8, and Regionally Significant Facilities and Resources, identified in Section VI.

⁶Listed species means an animal species designated as Endangered, Threatened, or Species of Special Concern in Chapter 68A-27.003-68A-27.005, Florida Administrative Code; a plant species designated as Endangered, Threatened, or Commercially Exploited as designated in Chapter 5B-40, Florida Administrative Code, or an animal or plant species designated as Endangered or Threatened in Title 50 Code of Federal Regulations Part 17.



Although mapped as discrete geographic units, Natural Resources of Regional Significance are really parts of an interconnected natural system extending across and beyond the region. Actions in one part of the system can have significant adverse consequences elsewhere. For example, the Big Bend Seagrass Beds and the fishery it supports are dependent upon fresh water flows from the Suwannee and other coastal rivers. The rivers are in turn dependent upon headwater swamps for their base flows of fresh water. Dredging and filling headwater swamps, such as the Okefenokee Swamp in Georgia and north central Florida's San Pedro Bay and Mallory Swamp, could have negative impacts upon the seagrass beds and coastal fishery. One purpose of the regional plan is to identify Natural Resources of Regional Significance and include strategies to minimize potential adverse impacts to these resources while promoting economic activities such as agriculture and silviculture within these areas, especially where such resources are in private ownership.

1. Floridan Aquifer

North central Florida has a much higher reliance on ground water than the rest of the state. In ~~2000~~ **2012**, ~~68.5~~ **70.1** percent of all north central Florida water withdrawn for human use came from ground water sources, compared with ~~25.2~~ **29.3** percent statewide. North central Florida water consumption by type of user is similar to statewide usage. The region's reliance on groundwater sources is even higher than suggested by this number as it includes the one-time pass-through use of river water for cooling Florida Power Corporation's Suwannee River electrical generation station. When Suwannee County is excluded, groundwater comprises ~~97.8~~ **98.8** percent of the water withdrawals of the remaining ~~1012~~-county area.

Approximately ~~89.6~~ **70.3** percent of north central Florida water withdrawals are used for industrial, agriculture and thermoelectric uses. Only ~~17.7~~ **18.4** percent of north central Florida water withdrawals are used for public and domestic uses. Agricultural use accounts for approximately ~~24.4~~ **30.5** percent of the region's total ~~2000~~ **2010** water use, which is **slightly** higher than the statewide percentage of ~~19.5~~ **17.0**. Agricultural water uses are not routinely reported as agricultural water use metering is not required in north central Florida.

REGIONAL GOAL 4.1. Use the natural resources of the region in a sustainable manner.

REGIONAL GOAL 4.2. Preserve Big Bend coastal and marine resources identified as Natural Resources of Regional Significance for future generations of residents in recognition of their economic and ecological importance to the region.

REGIONAL GOAL 4.3. Maintain an adequate supply of high-quality groundwater to meet the needs of north central Florida residents, in recognition of its importance to the continued growth and development of the region.

REGIONAL GOAL 4.4. Protect all sources of recharge to the Floridan aquifer from all activities which would impair these functions or cause a degradation in the quality of the water being recharged in recognition of the importance of maintaining adequate supplies of high-quality groundwater for the region.

REGIONAL GOAL 4.5. Protect all listed species within the Regional Ecological Greenways Network.⁷

⁷ Listed species means an animal species designated as Endangered, Threatened, or Species of Special Concern in Chapter 68A-27.003-68A-27.005, Florida Administrative Code; a plant species designated as Endangered, Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003, ~~and~~ October 27, 2011 ~~and~~



REGIONAL GOAL 4.6. Protect Natural Resources of Regional Significance identified in this plan as “Planning and Resource Management Areas.”

REGIONAL GOAL 4.7. 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.

E. Regional Transportation

Regionally significant transportation facilities are those facilities used to provide transportation between cities located both within and outside the region and other specially designated facilities. They include one airport, two interstate highways, **nine 10** U.S. highways, **25 34** state roads, and **four eight** public transit system providers.

1. Regional Road Network

The regional road network is comprised of interstate highways, U.S. highways and state roads. Overall, the regional road network consists of ~~1,263.3~~ **1,889.1** miles of roadways, of which ~~177.2~~ **216.8** miles are comprised of interstate highways and ~~1,086.1~~ **1,672.3** miles are U.S. highways and state roads. Additionally, ~~430.3~~ **662.3** miles of the regional road network are designated as part of the Strategic Intermodal System. ~~The regional road network generally provides good transportation service to the region. Nevertheless, in 2009, five of the 44 local governments in the region had at least 10 percent of the regional road mileage within their jurisdiction operating at or above 85 percent of maximum service volumes. If current trends continue, by 2025, the number of local governments in this category is projected to increase to 15. Some communities are experiencing significantly higher percentage of Regional Road Network mileage at or above the 85 percent threshold.~~

~~State funding for roadway modifications to the Regional Road Network is not keeping pace with demand. Excluding the City of Gainesville, the estimated average annual cost ranges between \$39.4 to \$88.6 million, not adjusting for inflation.⁸ Meanwhile, the Florida Department of Transportation Fiscal Year 2010-14 five-year work program schedules \$26.5 million, or \$5.3 million per year, for transportation capacity enhancements, exclusive of the City of Gainesville, to the Regional Road Network.⁹~~

~~North central Florida local governments are not financially able to fund this shortfall.~~

Threatened, or Commercially Exploited as designated in Chapter 5B-40, Florida Administrative Code, or an animal or plant species designated as Endangered or Threatened in Title 50 Code of Federal Regulations Part 17.

⁸~~These figures include addressing an existing \$217.3 to \$340.9 million backlog.~~

⁹~~North Central Florida Regional Planning Council, January 2011. Derived from Florida Department of Transportation 2010/11-2013/14 State Transportation Improvement Program (<http://www.dot.state.fl.us/programdevelopmentoffice/federal/STIP/stipfile.xls>) Excludes transit projects, resurfacing, bicycle lanes, landscaping, and similar projects.~~

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

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~~Assuming all county governments levied a 10 mil tax rate, an untapped "surplus" of approximately \$33.6 million which could be raised.¹⁰ These untapped funds could be applied to upgrading the Regional Road Network. Comparable numbers are not readily available for north central Florida municipalities. Assuming they could generate one third of what the counties can generate, the municipalities could add an additional \$11.2 million, raising the local government theoretical total to \$44.8 million per year, well short of the estimated need.~~

REGIONAL GOAL 5.1. Mitigate the impacts of development to the Regional Road Network as well as adverse extrajurisdictional impacts while encouraging development within urban areas.

REGIONAL GOAL 5.2. Coordinate with and assist state agencies, transportation planning organizations and local governments to implement an energy-efficient, interagency coordinated transportation system.

REGIONAL GOAL 5.3. Mitigate adverse impacts to regional transportation facilities associated with enrollment growth at the University of Florida.

REGIONAL GOAL 5.4. Maximize the use of the Gainesville Regional Airport before developing a new regional airport.

REGIONAL GOAL 5.5. Reduce the unmet General Trip demand of the north central Florida Transportation Disadvantaged population.

REGIONAL GOAL 5.6. Increase the percentage of north central Florida residents using public transportation as a primary means of transportation.

REGIONAL GOAL 5.7. Increase the percentage of north central Florida residents using public transportation as a primary means of transportation.

¹⁰ ~~North Central Florida Regional Planning Council, January 2011. Derived from Florida Statistical Abstract 2009, Bureau of Business and Economic Research, University of Florida, Tables 23.91 and 23.93.~~



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Appendix C

Maps of Natural Resources of Regional Significance

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

Appendix C - Maps of Natural Resources of Regional Significance



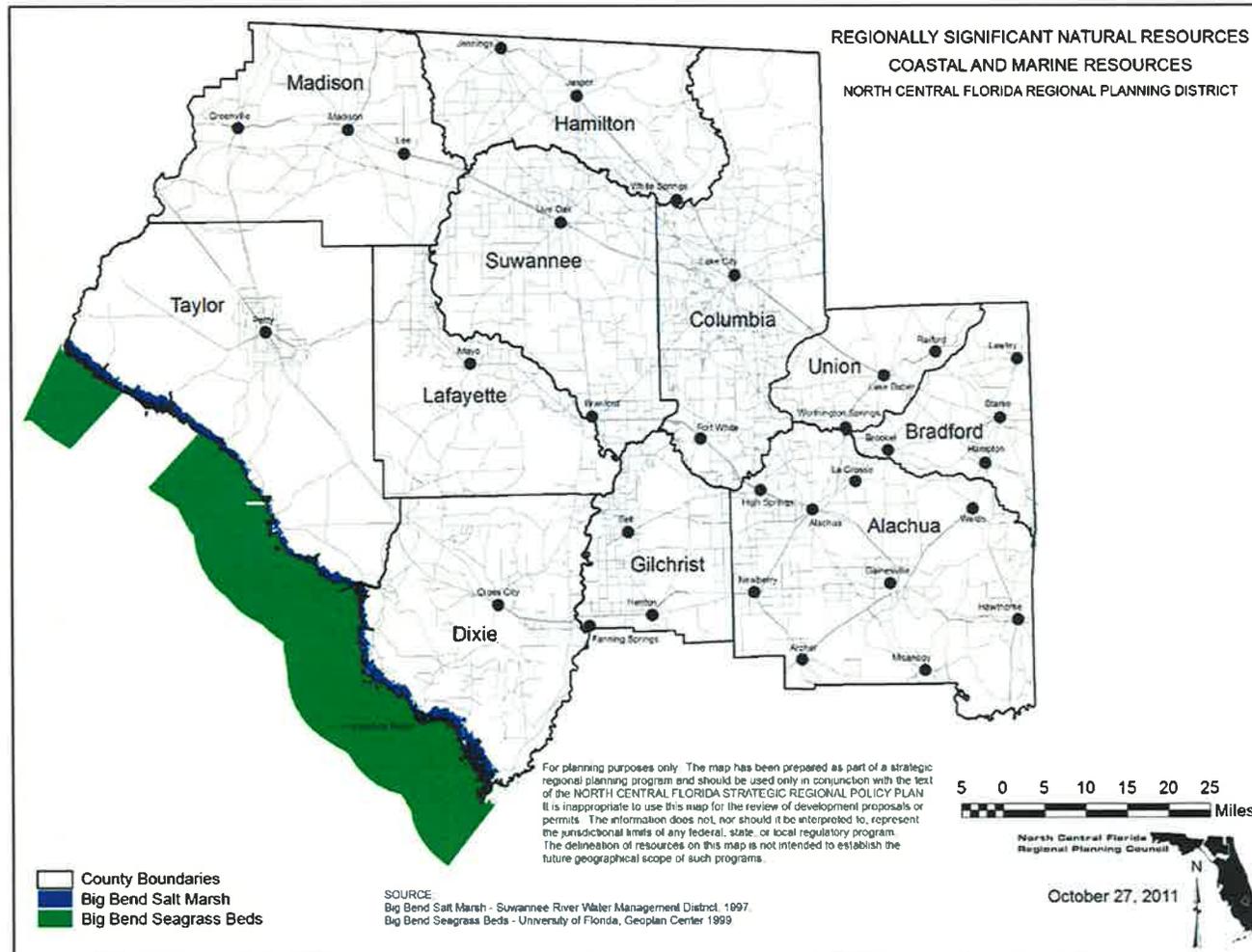
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Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003, ~~and~~ October 27, 2011 ~~and~~ _____.

Appendix C - Maps of Natural Resources of Regional Significance

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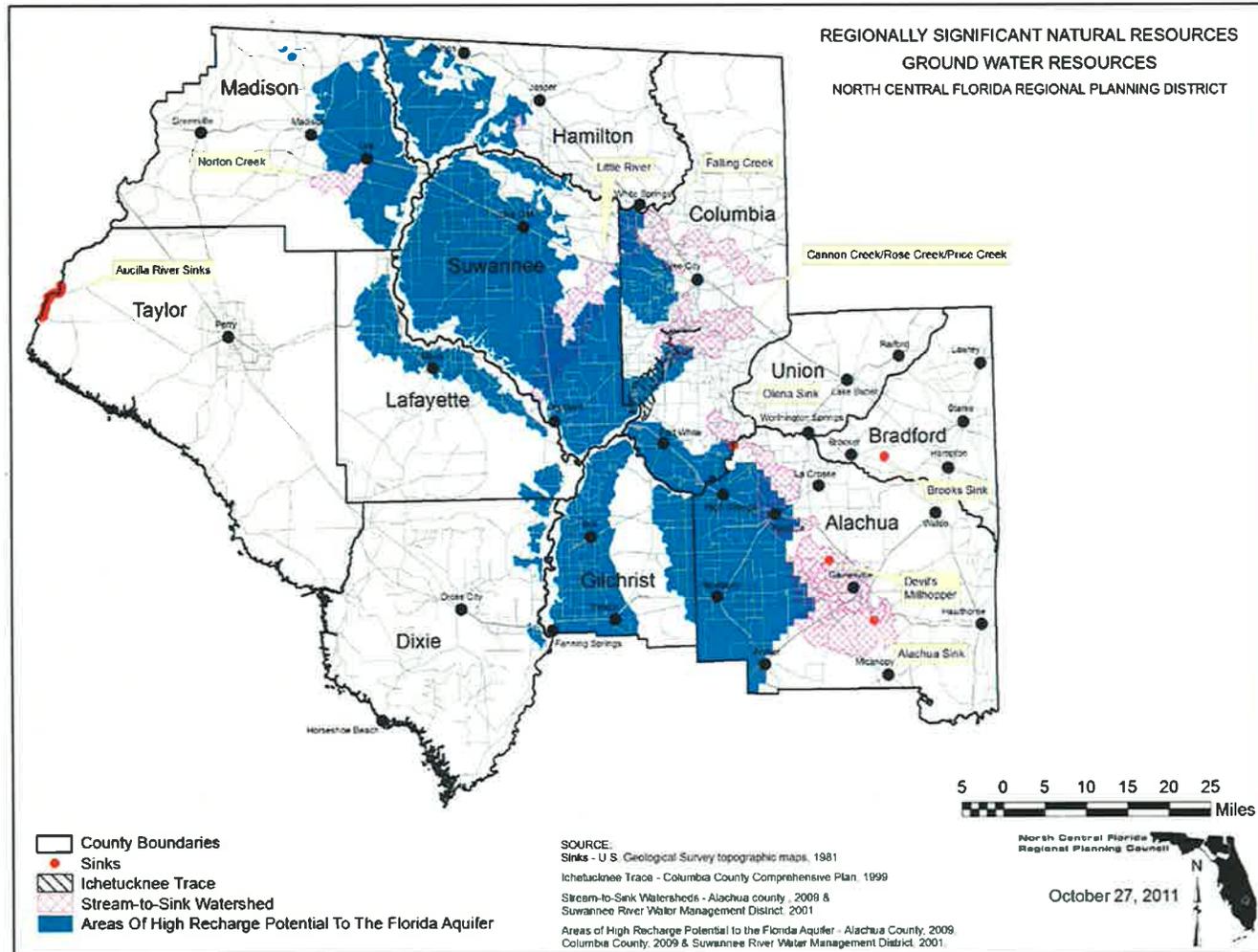
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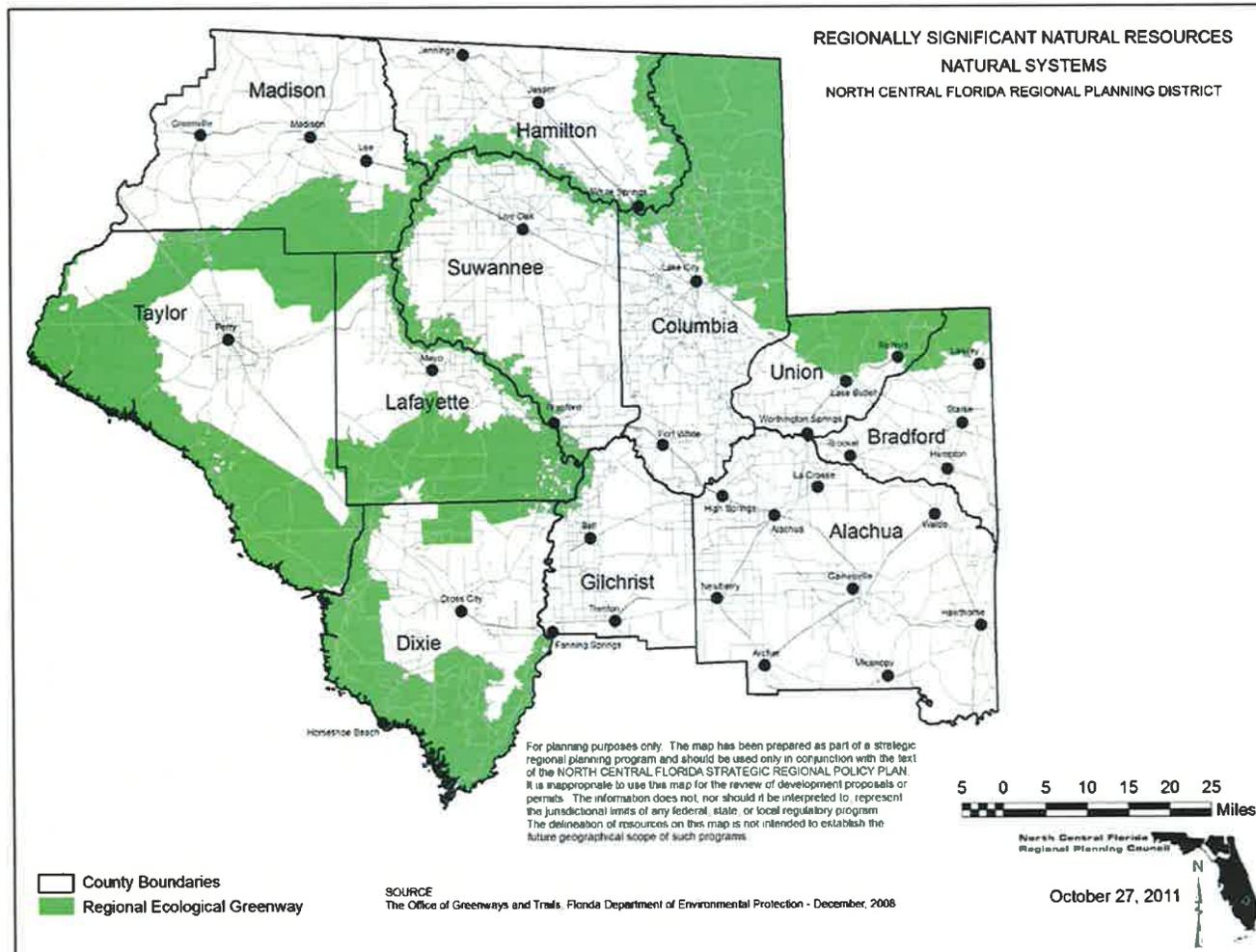
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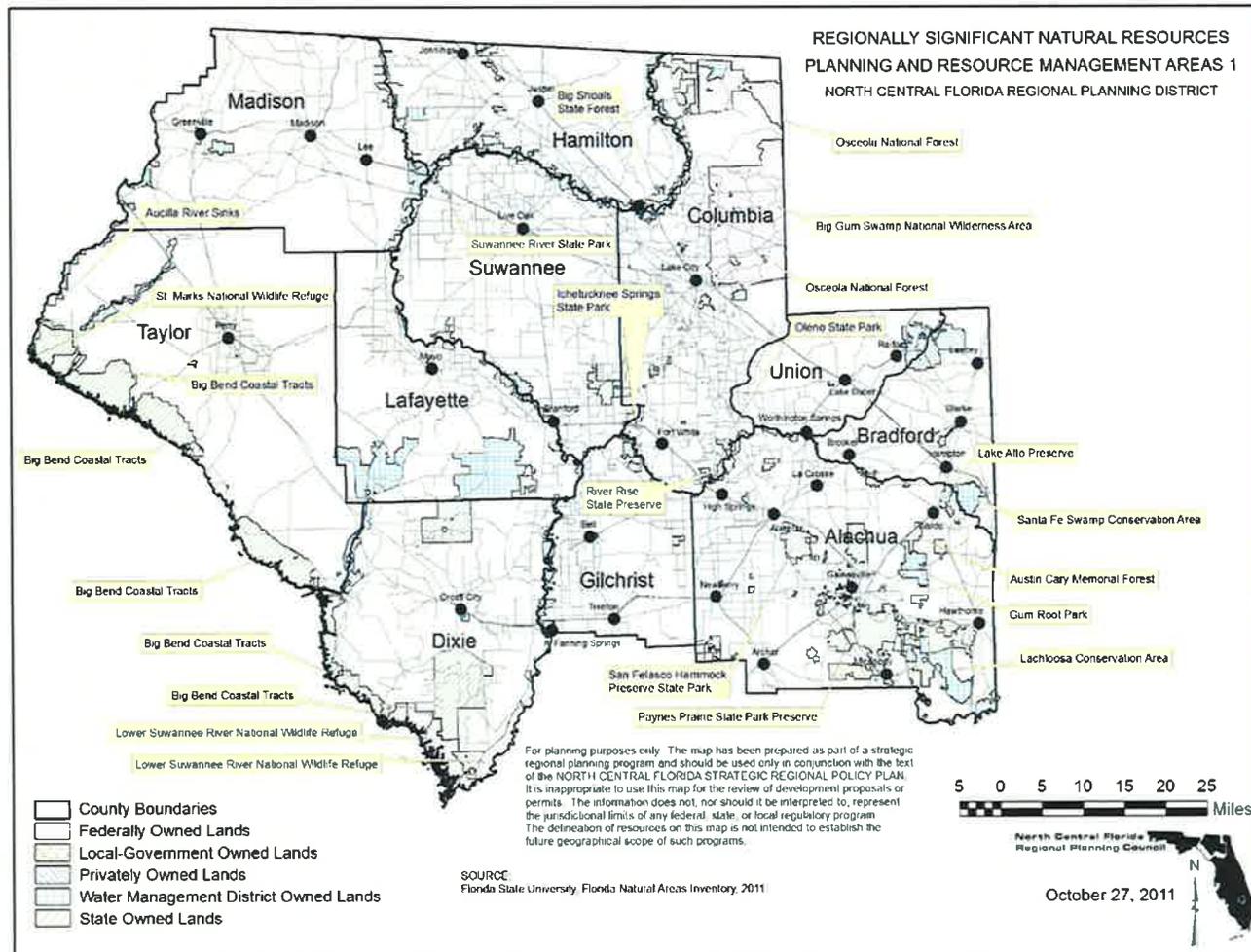


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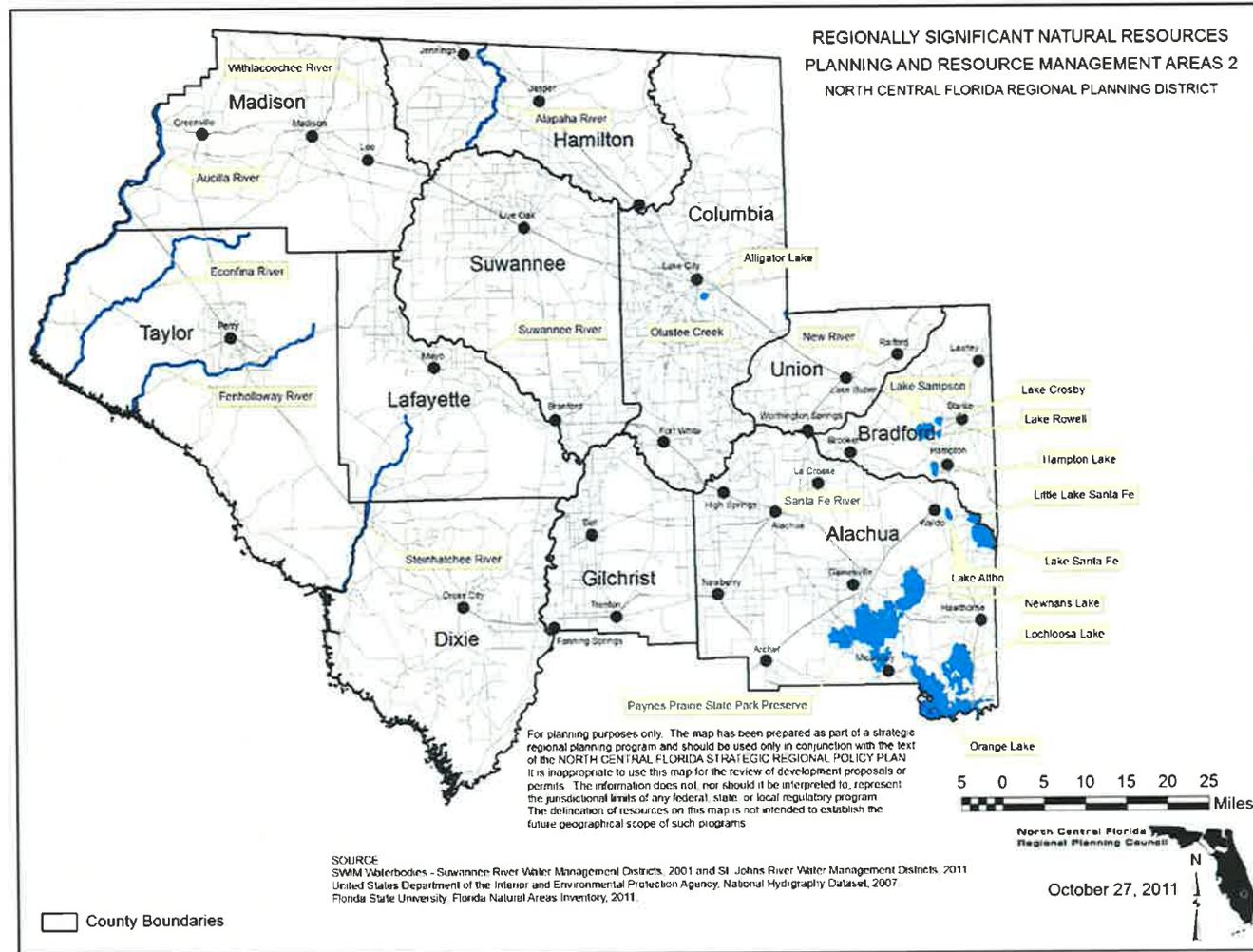
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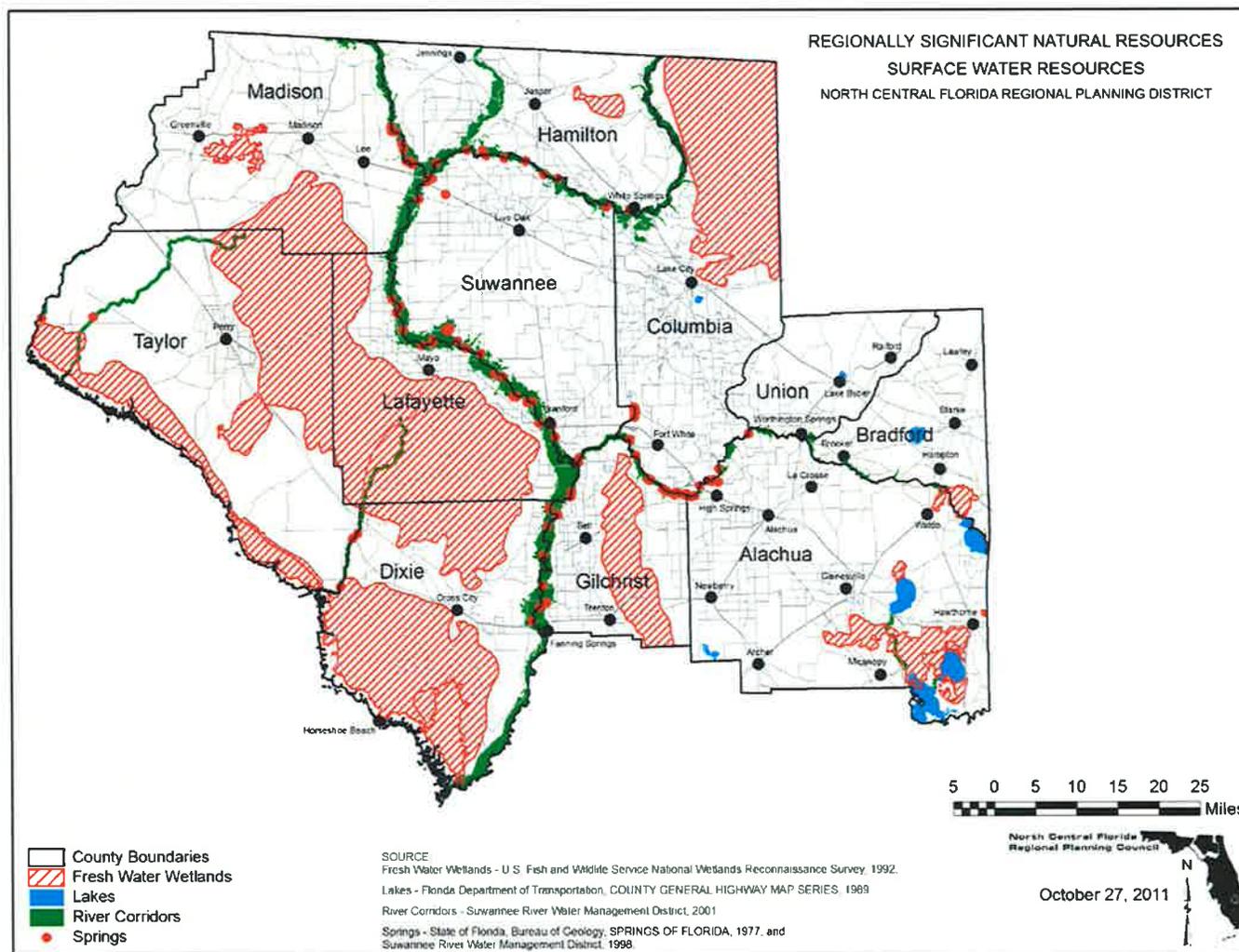


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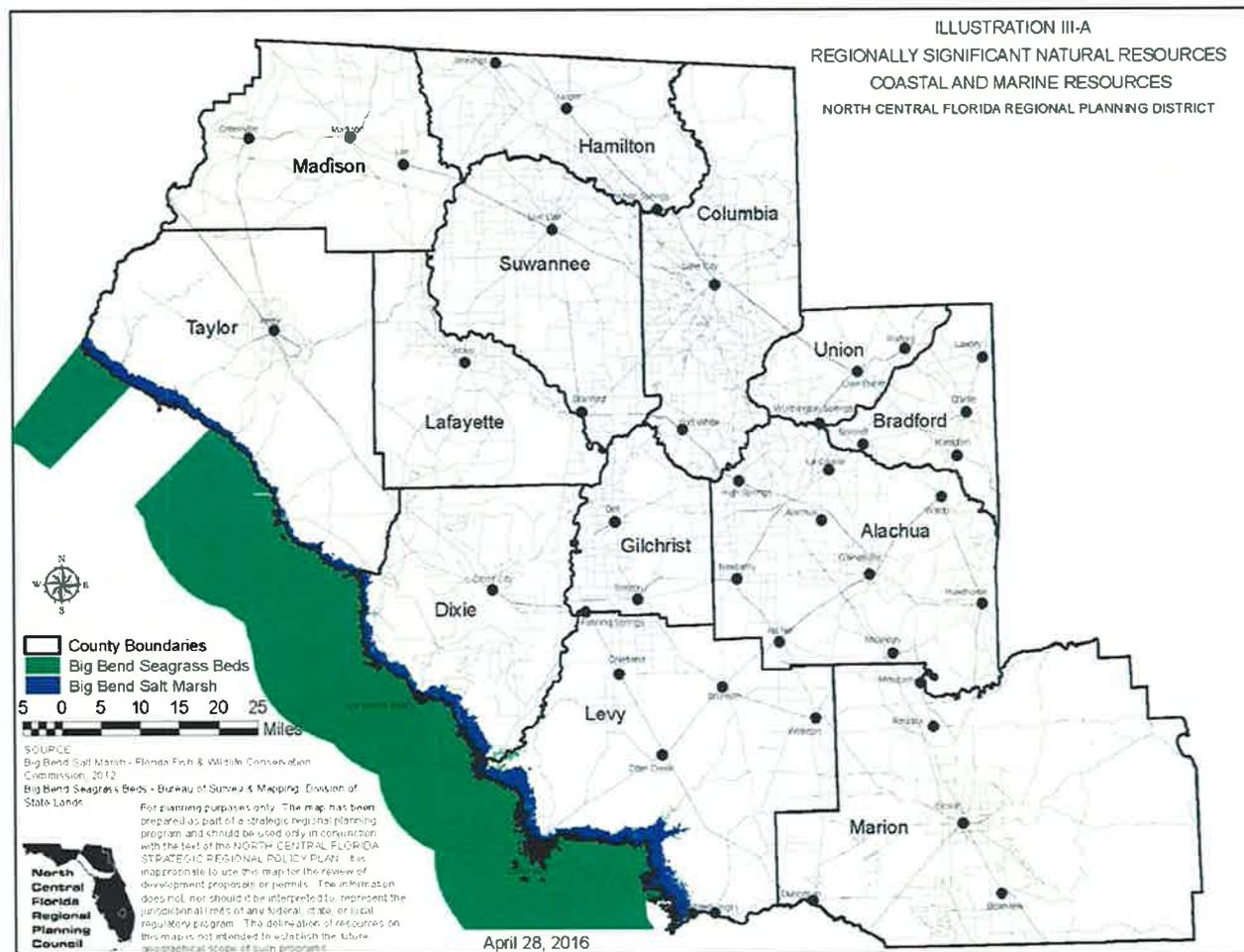


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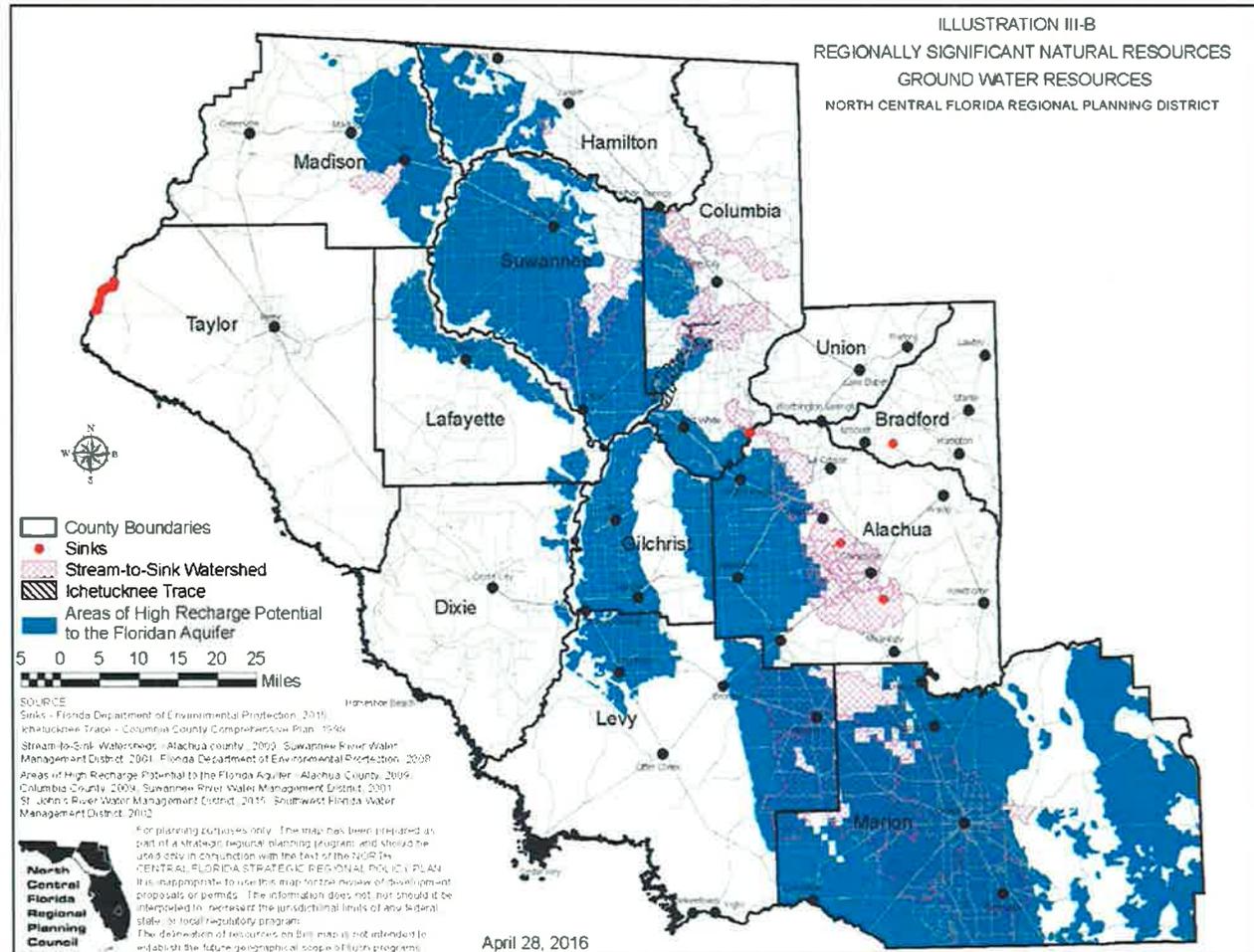


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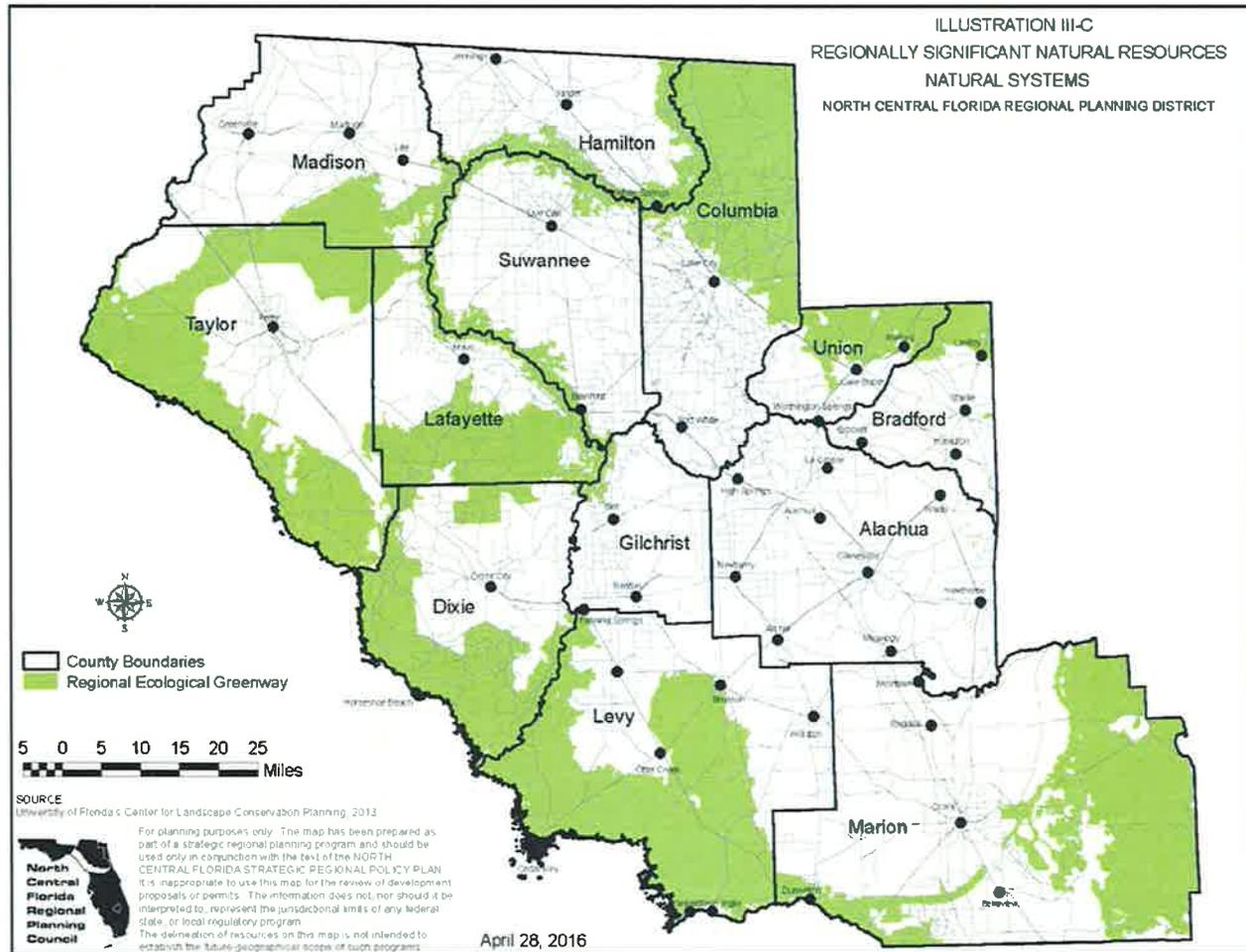


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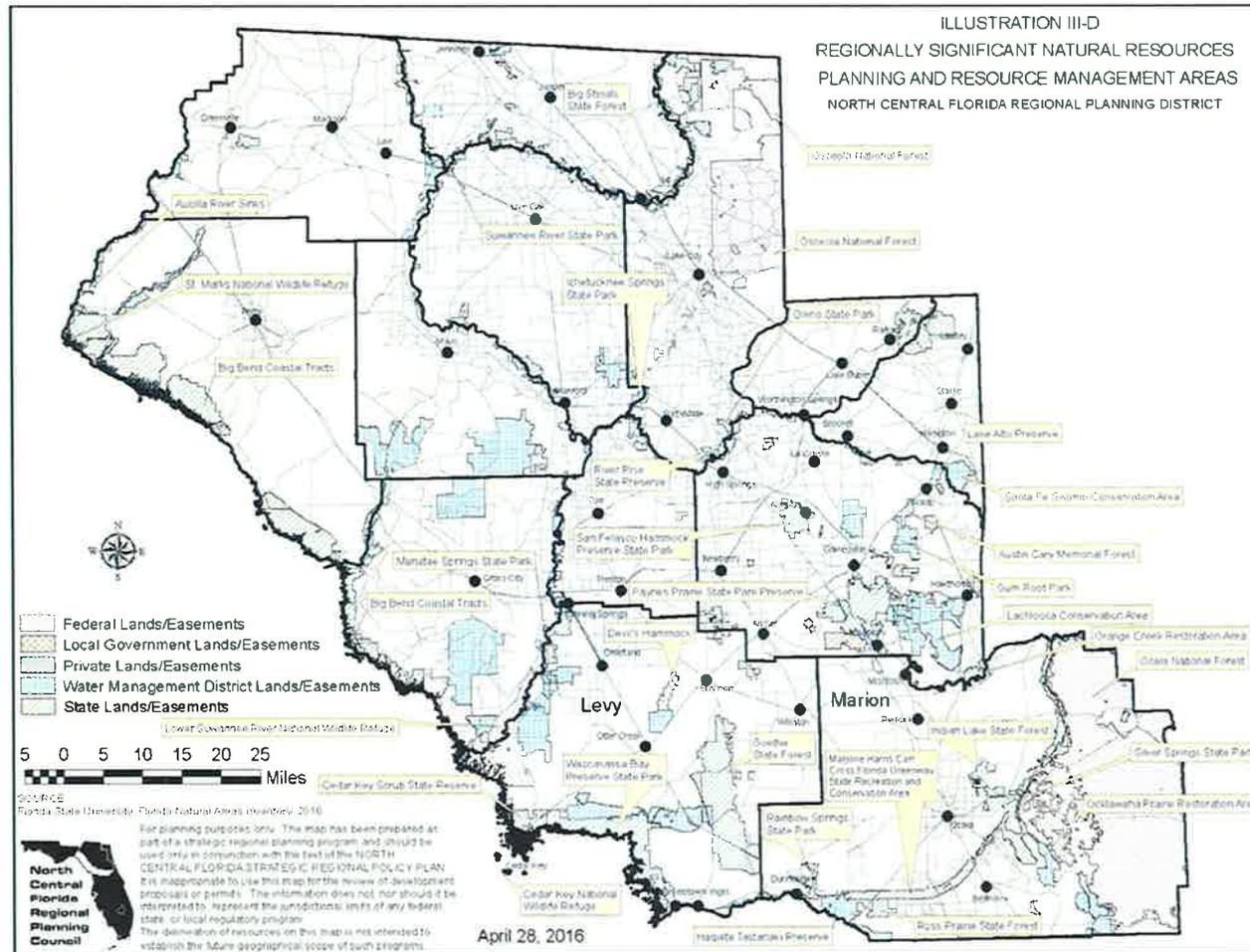
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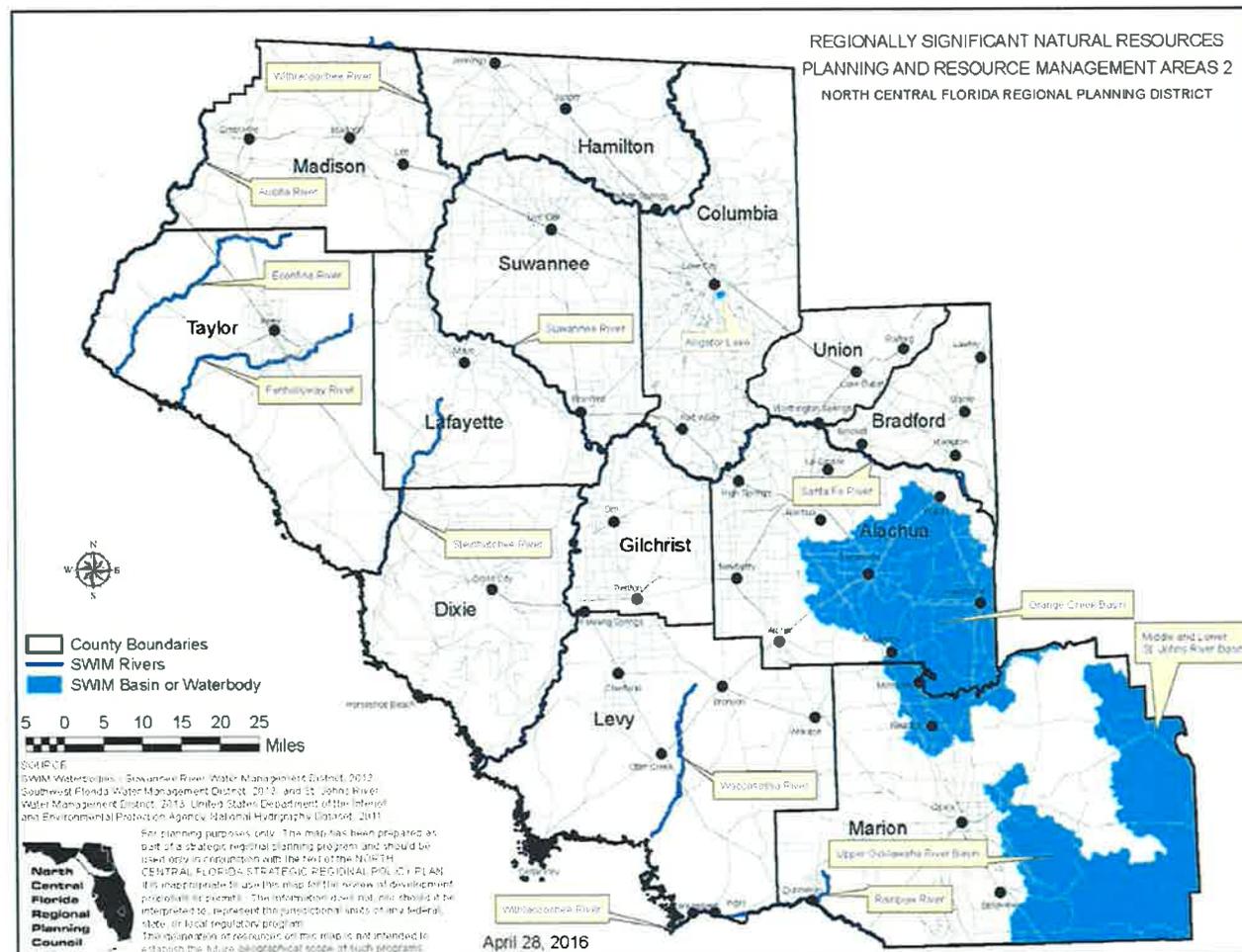


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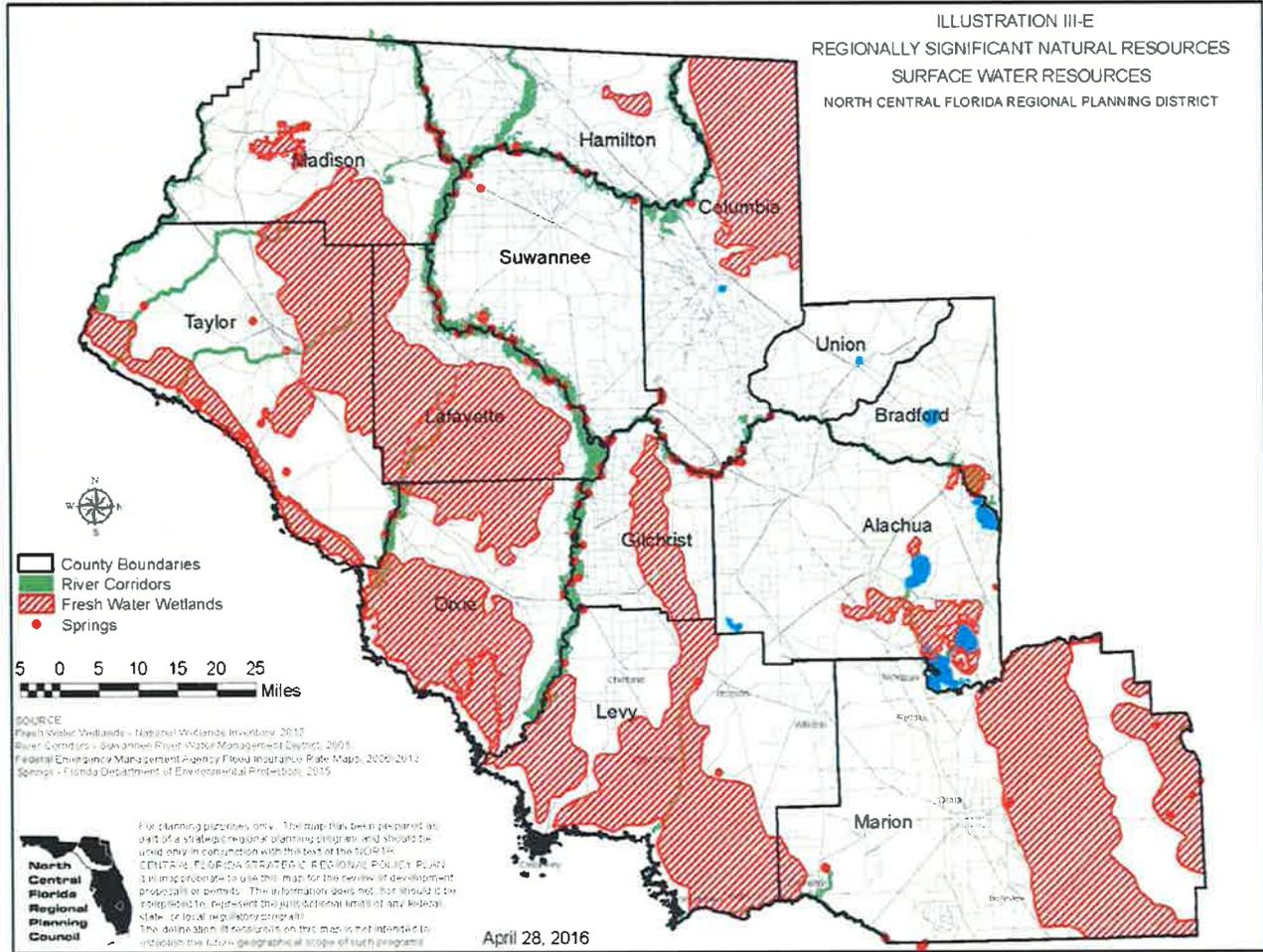


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(to be added)



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North Central Florida Regional Planning Council

Strategic Regional Policy Plan Team

Scott R. Koons, AICP, Executive Director

- * Steven C. Dopp, Senior Planner
- ** Lauren Yeatter, AICP, Senior Planner, Geographic Information Systems
- ** Jean Strong, Executive Assistant to the Executive Director

- * Primary Responsibility
- ** Secondary Responsibility

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North Central Florida Regional Planning Council

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



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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Fiscal Year 2015-16 Amended Budget

RECOMMENDATION:

Approve the Fiscal Year 2015-16 amended budget as recommended by the Finance Committee.

BACKGROUND:

The Council takes action during each year to accept work under contracts and additional grants which were not anticipated when the original budget was prepared. In addition, because the Council adopts the budget 16 months prior to fiscal year end, generally a number of conditions change which cause the expenditure levels to vary from the original figures.

To amend the budget, by taking into account both the contractual changes made during the year and variations in expenditure levels, the Council annually considers a fiscal year-end amendment. Consistent with that practice, staff has proposed budget changes for the current year budget which reflect an overall net increase of \$105,300. This includes both increases and decreases in revenue for various program areas with associated changes in Direct and Indirect expenses.

For your information, please find attached a copy of the budget as adopted last year, and also proposed amendments for both revenue and expenditures. In addition, the paragraphs below provide an explanation for the most significant changes.

SIGNIFICANT CHANGES

The total revenue increase in the budget is made up of a number of changes which are both positive and negative. The most significant of these are discussed in the following paragraphs by major program areas.

- Program Development - The net decrease in revenues for this category is (\$13,000). The net decrease results from a decrease in member dues of (\$21,700) allocated for this program and an increase in Other Revenue of \$8,700.
- Regional Planning - The decrease in revenues for this category is (\$12,000). The decrease results from a decrease of member dues allocated for this program.

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

- Public Safety and Regulatory Compliance - The net increase in revenues for this category is \$110,100. The net increase results from an increase of \$2,700 in Hazardous Waste Monitoring, an increase of \$15,900 in Local Emergency Planning Committee, an increase of \$4,200 in Hazard Analyses and a decrease in Local Mitigation Strategies of (\$5,100). In addition, the following new projects were added to this program resulting in an increase in Pipeline Safety of \$43,300, an increase in Statewide Regional Evacuation Study of \$28,000, an increase in Homeland Security of \$16,000 and an increase in Coastal Flooding Training of \$5,000.
- Transportation - The net increase in revenues for this category is \$75,000. The net increase results from an increase of \$78,100 in transportation planning funds from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, a decrease of (1,100) in mass transit planning funds from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and a decrease in Transportation Disadvantaged of (\$2,000).
- Economic Development - The net decrease in revenues for this category is (\$57,600). The net decrease occurred as a result of a decrease in Comprehensive Economic Development Strategy and Technical Assistance of (\$60,000), a decrease in Original Florida Tourism Task Force Staffing of (\$27,600) and an increase in Original Florida Tourism Task Force activities of \$30,000.
- Local Government Assistance - The net increase in revenues for this category is \$2,900. The net increase occurred as a result of a decrease in General Technical Assistance of (\$5,000), an increase in County and City Planning Services of \$52,900 and a decrease in Community Development Block Grant Administration of (\$45,000).

SUMMARY AND CONCLUSION

As indicated previously, the sum of all of these changes, plus others listed in the attached tables represent a total increase in Council activities of \$105,300. This represents a 5.6 percent increase.

If you have any questions concerning this matter, please do not hesitate to contact me.

TABLE I
 NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
 BUDGET - Adopted May 28, 2015
 FISCAL YEAR OCTOBER 1, 2015 - SEPTEMBER 30, 2016

EXPENSES	INDIRECT EXPENSES	DIRECT EXPENSES	REVENUE	
Audit	\$15,000		Program Development	\$30,300
Building Occupancy & Grounds	\$55,000			
Contractual Services	\$3,000	\$45,000	Regional Planning	
Dues, Pubs., Subs. & Training	\$35,000	\$15,000	Regional Planning & Review	\$90,000
Furniture & Equipment		\$15,000		
Insurance & Bonding	\$18,000		Public Safety & Regulatory Compliance	
Legal Services & Public Notices	\$10,000	\$4,000	Hazardous Waste Monitoring	\$58,900
Machine Rental & Maintenance	\$5,000		Local Emergency Planning Committee	\$118,200
Meeting Expenses	\$18,000	\$1,000	Hazards Analyses	\$12,200
Moving Expenses	\$2,000		Local Mitigation Strategies	\$17,400
Office Supplies	\$22,000	\$1,000		
Personnel	\$584,500	\$680,600	Transportation	
Postage	\$3,000	\$5,000	Gainesville Urbanized Area Transportation Planning	\$405,200
Printing	\$2,000		Gainesville Urbanized Area Mass Transit	\$204,500
Recruiting	\$2,000		Transportation Disadvantaged - Alachua County	\$24,200
Reproduction	\$11,000		Transportation Disadvantaged - Region	\$192,700
Telephone	\$6,000			
Travel	\$45,000	\$35,000	Economic Development	
Original Florida Tourism Task Force		\$224,000	Comp Econ Development Strategy & Technical Assistance	\$153,000
Contingency		\$14,200	Original Florida Tourism Task Force Staffing	\$72,000
			Original Florida Tourism Task Force	\$224,000
			Local Government Assistance	
			General Technical Services	\$8,000
			City & County Planning Services	\$215,700
			Community Development Block Grant Administration	\$50,000
Total Indirect Expenses	\$836,500			
Total Direct Expenses		\$1,039,800		
TOTAL EXPENSES (Direct & Indirect)		\$1,876,300	TOTAL REVENUE	\$1,876,300

TABLE II
 NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
 REVENUE BY PROGRAM - Adopted May 28, 2015
 FISCAL YEAR OCTOBER 1, 2015 - SEPTEMBER 30, 2016

REVENUE	FEDERAL FUNDS	STATE FUNDS	MEMBER DUES	MTPO* FUNDS	SERVICE CONTRACTS	TOURISM TASK FORCE FUNDS	OTHER INCOME	TOTAL	TOTAL BY PROGRAM	% TOTAL BY PROGRAM
PROGRAM DEVELOPMENT			\$29,300				\$1,000	\$30,300	\$30,300	2%
REGIONAL PLANNING										
Regional Planning & Review			\$90,000					\$90,000	\$90,000	5%
PUBLIC SAFETY & REGULATORY COM										
Hazardous Waste Monitoring					\$58,900			\$58,900		
Local Emergency Planning Committee	\$70,200	\$48,000						\$118,200		
Hazards Analyses		\$12,200						\$12,200		
Local Mitigation Strategies					\$17,400			\$17,400		
									\$206,700	11%
TRANSPORTATION										
Gainesville Urbanized Area Trans Planning				\$405,200				\$405,200		
Gainesville Urbanized Area Mass Transit				\$204,500				\$204,500		
Trans Disadvantaged - Alachua Co				\$24,200				\$24,200		
Trans Disadvantaged - Region		\$192,700						\$192,700		
									\$826,600	44%
ECONOMIC DEVELOPMENT										
Comp ED Strategy & Technical Assistance	\$63,000		\$90,000					\$153,000		
Original Florida Tourism Task Force Staffing		\$72,000						\$72,000		
Original Florida Tourism Task Force		\$178,000				\$46,000		\$224,000		
									\$449,000	24%
LOCAL GOVERNMENT ASSISTANCE										
General Technical Services			\$8,000					\$8,000		
City & County Planning Services					\$215,700			\$215,700		
Comm Dev Block Grant Administration					\$50,000			\$50,000		
									\$273,700	14%
TOTAL	\$133,200	\$502,900	\$217,300	\$633,900	\$342,000	\$46,000	\$1,000	\$1,876,300	\$1,876,300	100%

* Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

TABLE III
 NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
 EXPENSES BY PROGRAM - Adopted May 28, 2015
 FISCAL YEAR OCTOBER 1, 2015 - SEPTEMBER 30, 2016

TOTAL	EXPENSES	REGIONAL	PUBLIC SAFETY & REGULATORY COMPLIANCE				ECONOMIC DEVELOPMENT				TRANSPORTATION			LOCAL GOVERNMENT ASSISTANCE			TOTAL
		PROGRAM DEVELOP	STATE PLANNING & REVIEW	HAZARDOUS WASTE MONITORING	LOCAL EMERGENCY PLANNING COMMITTEE	HAZARDS ANALYSES	LOCAL MITIGATION STRATEGIES	COMP ED STRATEGY & TECHNICAL ASSIST	TOURISM TASK FORCE STAFFING	TOURISM TASK FORCE	TRANS DISADVANT	GAINESVILLE URBANIZED AREA TRANS PLANNING	GAINESVILLE URBANIZED AREA MASS TRANSIT	GENERAL TECHNICAL SERVICES	LOCAL PLANNING SERVICES	COMMUNITY DEVELOPMENT BLOCK GRANT ADMIN	
\$45,000	Contractual Services				\$45,000												\$45,000
\$15,000	Dues, Pubs., Subs. & Training	\$13,000			\$2,000												\$15,000
\$15,000	Furniture & Equipment	\$15,000															\$15,000
\$4,000	Legal Services & Public Notices				\$1,500					\$2,500							\$4,000
\$1,000	Meeting Expenses	\$500			\$500												\$1,000
\$1,000	Office Supplies	\$1,000															\$1,000
\$680,600	Personnel		\$38,700	\$24,700	\$24,700	\$4,300	\$7,500	\$66,700	\$31,200		\$93,600	\$178,700	\$91,400	\$2,700	\$95,600	\$20,800	\$680,600
\$5,000	Postage		\$200	\$300	\$500			\$500			\$1,000	\$500		\$100	\$1,000	\$900	\$5,000
\$35,000	Travel		\$2,000	\$3,000	\$11,500	\$1,500		\$3,500			\$4,000	\$4,000		\$1,700	\$1,300	\$2,500	\$35,000
\$224,000	Original FL Tourism Task Force									\$224,000							\$224,000
\$14,200	Contingency	\$800	\$1,535	\$542	\$2,142	\$1,115	\$682	\$322	\$2,453		\$760	\$2,367	\$764	\$182	\$302	\$234	\$14,200
\$836,500	Indirect Costs*		\$47,565	\$30,358	\$30,358	\$5,285	\$9,218	\$81,978	\$38,347		\$115,040	\$219,633	\$112,336	\$3,318	\$117,498	\$25,566	\$836,500
\$1,876,300	TOTAL	\$30,300	\$90,000	\$58,900	\$118,200	\$12,200	\$17,400	\$153,000	\$72,000	\$224,000	\$216,900	\$405,200	\$204,500	\$8,000	\$215,700	\$50,000	\$1,876,300

* See Table I for line item expenses of Indirect Costs. Total indirect expenses are distributed among programs at the rate of 122.91% of Direct Personnel costs.

TABLE IV
 NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
 MEMBER LOCAL GOVERNMENT DUES - Adopted May 28, 2015
 FISCAL YEAR OCTOBER 1, 2015 - SEPTEMBER 30, 2016

	POPULATION*		DUES @ .30** PER CAPITA
	JURISDICTION	TOTAL COUNTY	
Alachua County		249,414	
County Government	100,896	(\$27,309)	\$20,000
Alachua	9,479		\$2,844
Archer	1,137		\$750
Gainesville	124,796	(\$15,735)	\$21,704
Hawthorne	1,356		\$750
High Springs	5,533		\$1,660
Newberry	5,264		\$1,579
Waldo	953		\$750
 Bradford County		 24,487	
County Government	18,964		\$5,689
Starke	5,523		\$1,657
 Columbia County		 63,720	
County Government	52,124		\$15,637
Lake City	11,596		\$3,479
 Dixie County		 15,066	
County Government	15,066		\$4,520
 Gilchrist County		 16,007	
County Government	16,007		\$4,802
 Hamilton County		 12,064	
County Government	10,398		\$3,119
Jasper	1,666		\$750
 Lafayette County		 6,972	
County Government	6,972		\$2,092
 Levy County		 40,473	
County Government	40,473		\$12,142
 Madison County		 17,663	
County Government	14,558		\$4,367
Madison	3,105		\$932
 Marion County		 337,455	
County Government	337,455	(\$12,953)	\$88,284
 Suwannee County		 41,219	
County Government	34,369		\$10,311
Live Oak	6,850		\$2,055
 Taylor County		 19,760	
County Government	12,691		\$3,807
Perry	7,069		\$2,121
 Union County		 10,831	
County Government	10,831		\$3,249
 TOTAL	 855,131	 855,131	 \$219,050

*Official State estimates used for Revenue Sharing purposes: April 1, 2014.

**Minimum dues paid by any member local government is \$750.

Membership dues are reduced by one percent of the funds expended by a member local government for in-house planning activities provided such reduction shall not reduce the total dues to an amount less than \$20,000.

TABLE I
NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
BUDGET - Proposed Amendment October 27, 2016
FISCAL YEAR OCTOBER 1, 2015 - SEPTEMBER 30, 2016

EXPENSES	INDIRECT EXPENSES	DIRECT EXPENSES	REVENUE	
Audit	\$15,000		Program Development	\$17,300
Building Occupancy & Grounds	\$37,000		Regional Planning	
Contractual Services	\$120,000	\$17,700	Regional Planning & Review	\$78,000
Dues, Pubs., Subs. & Training	\$32,000	\$34,000	Public Safety & Regulatory Compliance	
Furniture & Equipment		\$11,000	Hazardous Waste Monitoring	\$61,600
Insurance & Bonding	\$20,000		Local Emergency Planning Committee	\$134,100
Legal Services & Public Notices	\$8,000	\$6,000	Hazards Analyses	\$16,400
Machine Rental & Maintenance	\$5,000		Local Mitigation Strategies	\$12,300
Meeting Expenses	\$17,000	\$4,000	Pipeline Safety	\$43,300
Moving Expenses			Statewide Regional Evacuation	\$28,000
Office Supplies	\$20,000	\$14,300	Homeland Security	\$16,000
Personnel	\$507,500	\$665,900	Coastal Flooding Training	\$5,000
Postage	\$3,000	\$3,000	Transportation	
Printing	\$1,000		Gainesville Urbanized Area Transportation Planning	\$483,300
Recruiting	\$2,000		Gainesville Urbanized Area Mass Transit	\$203,400
Reproduction	\$17,000		Transportation Disadvantaged - Alachua County	\$22,200
Telephone	\$6,000		Transportation Disadvantaged - Region	\$192,700
Travel	\$37,000	\$29,000	Economic Development	
Original Florida Tourism Task Force		\$254,000	Comp Econ Development Strategy & Technical Assistance	\$93,000
Contingency		\$95,200	Original Florida Tourism Task Force Staffing	\$44,400
			Original Florida Tourism Task Force	\$254,000
			Local Government Assistance	
Total Indirect Expenses	\$847,500		General Technical Services	\$3,000
Total Direct Expenses		\$1,134,100	City & County Planning Services	\$268,600
			Community Development Block Grant Administration	\$5,000
TOTAL EXPENSES (Direct & Indirect)		\$1,981,600		\$1,981,600

TABLE II
 NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
 REVENUE BY PROGRAM - Proposed Amendment October 27, 2016
 FISCAL YEAR OCTOBER 1, 2015 - SEPTEMBER 30, 2016

REVENUE	FEDERAL FUNDS	STATE FUNDS	MEMBER DUES	MTPO* FUNDS	SERVICE CONTRACTS	TOURISM TASK FORCE FUNDS	OTHER INCOME	TOTAL	TOTAL BY PROGRAM	% TOTAL BY PROGRAM
PROGRAM DEVELOPMENT			\$7,600				\$9,700	\$17,300	\$17,300	1%
REGIONAL PLANNING										
Regional Planning & Review			\$78,000					\$78,000	\$78,000	4%
PUBLIC SAFETY & REGULATORY COM										
Hazardous Waste Monitoring					\$61,600			\$61,600		
Local Emergency Planning Committee	\$83,500	\$50,600						\$134,100		
Hazards Analyses		\$16,400						\$16,400		
Local Mitigation Strategies					\$12,300			\$12,300		
Pipeline Safety		\$43,300						\$43,300		
Statewide Regional Evacuation Study					\$28,000			\$28,000		
Homeland Security					\$16,000			\$16,000		
Coastal Flooding Training					\$5,000			\$5,000		
									\$316,700	16%
TRANSPORTATION										
Gainesville Urbanized Area Trans Planning				\$483,300				\$483,300		
Gainesville Urbanized Area Mass Transit				\$203,400				\$203,400		
Trans Disadvantaged - Alachua Co				\$22,200				\$22,200		
Trans Disadvantaged - Region		\$192,700						\$192,700		
									\$901,600	45%
ECONOMIC DEVELOPMENT										
Comp ED Strategy & Technical Assistance	\$63,000		\$30,000					\$93,000		
Original Florida Tourism Task Force Staffing		\$33,200				\$11,200		\$44,400		
Original Florida Tourism Task Force		\$217,200				\$36,800		\$254,000		
									\$391,400	20%
LOCAL GOVERNMENT ASSISTANCE										
General Technical Services			\$3,000					\$3,000		
City & County Planning Services					\$268,600			\$268,600		
Comm Dev Block Grant Administration					\$5,000			\$5,000		
									\$276,600	14%
TOTAL	\$146,500	\$553,400	\$118,600	\$708,900	\$396,500	\$48,000	\$9,700	\$1,981,600	\$1,981,600	100%

* Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

TABLE III
 NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
 EXPENSES BY PROGRAM - Proposed Amendment October 27, 2016
 FISCAL YEAR OCTOBER 1, 2015 - SEPTEMBER 30, 2016

TOTAL	EXPENSES	REGIONAL		PUBLIC SAFETY & REGULATORY COMPLIANCE						ECONOMIC DEVELOPMENT			TRANSPORTATION			LOCAL GOVERNMENT ASSISTANCE			TOTAL		
		PROGRAM DEVELOP	STATE PLANNING & REVIEW	HAZARDOUS WASTE MONITORING	LOCAL EMERGENCY PLANNING COMMITTEE	HAZARDS ANALYSES	LOCAL MITIGATION STRATEGIES	PIPELINE SAFETY	STATEWIDE REGIONAL EVACUATION	HOMELAND SECURITY	COASTAL FLOODING TRAINING	COMP ED STRATEGY & TECHNICAL ASSIST	TOURISM TASK FORCE STAFFING	TOURISM TASK FORCE	TRANS DISADVANT	GAINESVILLE URBANIZED AREA TRANS PLANNING	GAINESVILLE URBANIZED AREA MASS TRANSIT	GENERAL TECHNICAL SERVICES		LOCAL PLANNING SERVICES	COMMUNITY DEVELOPMENT BLOCK GRANT ADMIN
\$17,700	Contractual Services				\$17,700																\$17,700
\$34,000	Dues, Pubs., Subs & Training	\$7,800			\$26,200																\$34,000
\$11,000	Furniture & Equipment				\$11,000																\$11,000
\$6,000	Legal Services & Public Notices	\$1,300			\$1,500									\$3,200							\$6,000
\$4,000	Meeting Expenses	\$3,500			\$500																\$4,000
\$14,300	Office Supplies	\$1,000						\$13,300													\$14,300
\$665,900	Personnel		\$25,500	\$24,700	\$26,900	\$5,400	\$4,300	\$12,900	\$11,800	\$6,500	\$1,100	\$36,600	\$15,100	\$87,300	\$202,400	\$88,100	\$900	\$115,500	\$900	\$665,900	
\$3,000	Postage		\$200	\$300	\$500							\$500		\$500	\$500		\$100	\$200	\$200	\$3,000	
\$29,000	Travel		\$1,000	\$3,000	\$9,500	\$1,500						\$2,500		\$4,000	\$5,200		\$500	\$1,300	\$500	\$29,000	
\$254,000	Original FL Tourism Task Force												\$254,000								\$254,000
\$95,200	Contingency	\$3,700	\$18,846	\$2,184	\$8,064	\$2,627	\$2,527	\$682	\$1,182	\$1,227	\$2,500	\$6,819	\$10,082	\$8,792	\$17,603	\$3,174	\$355	\$4,601	\$2,255	\$95,200	
\$847,500	Indirect Costs*		\$32,454	\$31,436	\$34,236	\$6,873	\$5,473	\$16,418	\$15,018	\$8,273	\$1,400	\$46,581	\$19,218	\$111,108	\$257,597	\$112,126	\$1,145	\$146,998	\$1,145	\$847,500	
\$1,981,600	TOTAL	\$17,300	\$78,000	\$61,600	\$134,100	\$16,400	\$12,300	\$43,300	\$28,000	\$16,000	\$5,000	\$93,000	\$44,400	\$254,000	\$214,900	\$483,300	\$203,400	\$3,000	\$268,600	\$5,000	\$1,981,600

* See Table I for line item expenses of Indirect Costs. Total indirect expenses are distributed among programs at the rate of 127.27% of Direct Personnel costs.

TABLE IV
 NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
 MEMBER LOCAL GOVERNMENT DUES - Proposed Amendment October 27, 2016
 FISCAL YEAR OCTOBER 1, 2015 - SEPTEMBER 30, 2016

	POPULATION*		DUES @ .30** PER CAPITA
	JURISDICTION	TOTAL COUNTY	
Alachua County		249,414	
County Government	100,896	(\$27,309)	\$20,000
Alachua	9,479		\$2,844
Archer	1,137		\$750
Gainesville	124,796	(\$15,735)	\$21,704
Hawthorne	1,356		\$750
High Springs	5,533		\$1,660
Newberry	5,264		\$1,579
Waldo	953		\$750
 Bradford County		 24,487	
County Government	18,964		\$5,689
Starke	5,523		\$1,657
 Columbia County		 63,720	
County Government	52,124		\$15,637
Lake City	11,596		\$3,479
 Dixie County		 15,066	
County Government	15,066		\$4,520
 Gilchrist County		 16,007	
County Government	16,007		\$4,802
 Hamilton County		 12,064	
County Government	10,398		\$3,119
Jasper	1,666		\$750
 Lafayette County		 6,972	
County Government	6,972		\$2,092
 Levy County		 40,473	
County Government	40,473		\$0
 Madison County		 17,663	
County Government	14,558		\$4,367
Madison	3,105		\$932
 Marion County		 337,455	
County Government	337,455		\$0
 Suwannee County		 41,219	
County Government	34,369		\$10,311
Live Oak	6,850		\$2,055
 Taylor County		 19,760	
County Government	12,691		\$3,807
Perry	7,069		\$2,121
 Union County		 10,831	
County Government	10,831		\$3,249
 TOTAL	 855,131	 855,131	 \$118,625

*Official State estimates used for Revenue Sharing purposes: April 1, 2014.

**Minimum dues paid by any member local government is \$750.

Membership dues are reduced by one percent of the funds expended by a member local government for in-house planning activities provided such reduction shall not reduce the total dues to an amount less than \$20,000.



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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Regional Councils Association Monthly Activity Report

The Florida Regional Councils Association is the statewide organization of the ten regional planning councils. The Association strengthens Florida's regional planning councils, partners with government and the business community to enhance regional economic prosperity and improves the consistency and quality of regional planning councils programs to ensure they add value to state, regional and local initiatives.

The Association strives to accomplish these goals by carrying-out the following objectives.

- Ensure regional planning councils are effective service organizations to the State of Florida, its local governments, and the citizens they serve;
- Ensure regional planning councils are consensus builders and problem solvers, and serve as conveners of the region by helping to articulate those multijurisdictional issues that need resolution;
- Encourage and promote opportunities for regional planning councils to become partners in state programs and initiatives, while promoting the unique themes of each region within the state and legislative environments;
- Monitor substantive state and federal legislative issues for the benefit of its members, and promote mutually supportive policy positions among the regional planning councils;
- Represent regional planning councils in national organizations, such as the National Association of Regional Councils, National Association of Development Organizations, and SouthEast Regional Directors Institute; and
- Foster relationships and partnerships and coordinate with state, regional, and national associations and organizations; non-profit entities; public-private partnerships; the Governor's Office; state agencies; and others, on issues of mutual interest and concern, and with whom the Association shares mutual goals and programs.

Please find attached the September 2016 Monthly Activity Report highlighting the activities of the Association.

If you have questions concerning this matter, please do not hesitate to contact me.

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Apalachee • Central Florida
East Central Florida • North Central Florida
Northeast Florida • South Florida • Southwest Florida
Tampa Bay • Treasure Coast • West Florida

MONTHLY ACTIVITY REPORT: September 2016

RESOURCE DEVELOPMENT/CAPACITY BUILDING and OUTREACH

- Formatted and distributed the September Newsletter; began collecting articles for the October Newsletter.
- To enhance partnerships and strengthen the relationship between regional planning councils and their state and federal partners, participated in or attended the following meetings:
 - Rural Economic Development Initiative (REDI) – September 16
 - Future of Florida Forum Partners monthly conference call – September 16
- Distributed funding announcement from the Gulf of Mexico Alliance for Community Small Grants

ASSOCIATION MANAGEMENT

- Updated the FRCA Website to address regular maintenance issues and post meeting agendas, summaries and monthly newsletters.
- Prepared for and participated in the August 18 – 19, 2016 EDAC and Policy Board meetings.
- Finalized the logistics, secured speakers, developed agendas, and drafted meeting materials for the September 29 - 30, 2016 FRCA EDAC and Partners meetings.
- Worked with FRCA Policy Board President to arrange and organize a meeting by conference call of the FRCA Legislative Committee.
- Finalized logistics, prepared hand-out materials and attended the Florida American Planning Association Conference in Tampa.
- Secured a hotel room block and meeting location for the December 2016 and January 2017 FRCA EDAC, Partners and Policy Board meetings.
- Began development of the 2016 FRCA Annual Report.
- Continued reviewing of the FRCA Operations and Procedures Manual and the new membership orientation packet.
- Continues to work with Ideabar on rebranding materials for FRCA.
- Participated with a meeting by conference call with Ideabar on the development of the new FRCA website.



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October 20, 2016

TO: Council Members
 FROM: Scott R. Koons, AICP, Executive Director
 SUBJECT: Florida Chamber Foundation Scorecard™

The Florida Chamber Foundation has developed the Florida Scorecard™ to provide Florida leaders the metrics needed to secure Florida's future. The Florida Chamber Foundation's objective to developing a 20-year, statewide strategic plan requires a commitment to measuring our current status and progress toward the stated goals of the Six Pillars 20-year Strategic Plan.

The Scorecard reports metrics for each of the Six Pillars. The Six Pillars are Talent Supply and Education, Innovation and Economic Development, Infrastructure and Growth Leadership, Business Climate and Competitiveness, Civic and Governance Systems and Quality of Life and Quality Places. Please find attached the September 2016 Scorecard.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

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THE FLORIDA SCORECARD

METRICS TO HELP SECURE FLORIDA'S FUTURE

State of Florida Metrics

 **UNEMPLOYMENT RATE**

4.7%
(Unchanged)

Jobs Year Over Year Change

259,800

Updated 08/2016

 **CONSUMER SENTIMENT**

90.9
(Improving)

Updated 09/2016

 **STATE OF FLORIDA VISITORS**

\$89.1
Billion Visitor Spending

106.0
Million Visitors

Updated 01/2015

 **STATE HOUSING STARTS & SALES**

7,403
Starts (Improving)

25,070
Sales (Improving)

Updated 08/2016

 **SALES TAX REVENUE**

\$2.178
Billion per Month (Declining)

Updated 2016

 **INCOME MIGRATION**

\$805K
Per Hour

 **POVERTY RATE**

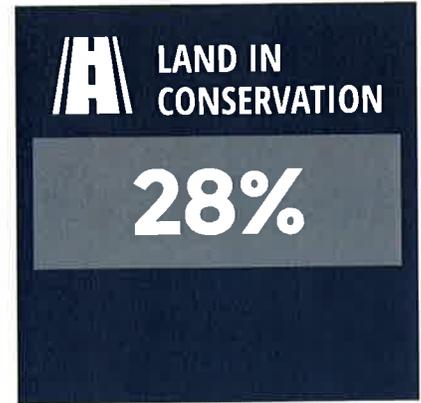
16.6%
(Improving)

Updated 2014

 **HIGH SCHOOL GRADUATION RATE**

77.8%
(Improving)

Updated 01/2015



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October 20, 2016

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director *SRK*

SUBJECT: Interstate 75 Relief Task Force Recommendations Report

In 2015, Florida Department of Transportation Secretary Boxold appointed the Interstate 75 Relief Task Force. The purpose of the Task Force was to provide consensus recommendations on maximizing existing and developing new high-capacity transportation corridors to serve the Tampa Bay-Northeast Florida study area with initial emphasis on the region west of Interstate 75. The work of the Task Force supported the Department’s Tampa Bay to Northeast Florida Future Corridor Study with initial emphasis west of Interstate 75 in Alachua, Citrus, Hernando, Levy, Marion and Sumter Counties.

The Task Force included representatives from state agencies, local governments, regional planning councils, private landowners, environmental organizations, business and economic development interests, and members of the public. The 21-member Task Force included north central Florida representatives Jane Adams, Vice-President for University Relations, University of Florida; Charles Chestnut, Alachua County Commissioner; Scott Koons, Executive Director, North Central Florida Regional Planning Council; Stan McClain, Marion County Commissioner, John Meeks, Levy County Commissioner; Kevin Sheilley, President and Chief Executive Officer Ocala/Marion County Chamber and Economic Partnership and Matt Surrency, City of Hawthorne Mayor.

The Task Force recently completed its work and issued its Recommendations Report on October 1, 2016. A copy of the report is attached to this memorandum. The report includes recommendations to Secretary Boxold to guide the Department’s planning and development of transportation projects to address the needs of Interstate 75 and connectivity between Tampa Bay and Northeast Florida. The framework of the Task Force is presented on page 10 of the report.

The Task Force recommendations report is responsive to comments made by the Council to the Task Force. In particular, the recommendations report includes the following recommendations made by the Council.

1. Consistency with the North Central Florida Strategic Regional Policy Plan;
2. Need to provide stated financial support to assist local governments in improving regional and local roads parallel to Interstate 75 to provide alterations for regional trips; and
3. First focus on enhancements to existing transportation corridors before considering the potential for new transportation corridors.

If you have any questions concerning this matter, please do not hesitate to contact me.

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



I-75 Relief Task Force Recommendations Report



OCTOBER 1, 2016





Task Force Members

Florida Department of Transportation	Tom Byron, Assistant Secretary for Intermodal Systems Development (Chair)
Florida Department of Economic Opportunity	Taylor Teepell, Director, Division of Community Development
Florida Department of Environmental Protection	Gary Clark, Deputy Secretary for Land and Recreation
North Central Florida Regional Planning Council	Scott Koons, Executive Director
Northeast Florida Regional Council	Brian Teeple, Executive Director
Tampa Bay Regional Planning Council	Sean Sullivan, Executive Director
East Central Florida Regional Planning Council	Hugh Harling, Executive Director
Alachua County	The Honorable Charles Chestnut, County Commissioner
Citrus County	The Honorable Scott Adams, County Commissioner
Hernando County	The Honorable Nick Nicholson, County Commissioner
Levy County	The Honorable John Meeks, County Commissioner
Marion County	The Honorable Stan McClain, County Commissioner
Sumter County	The Honorable Garry Breeden, County Commissioner
Environmental/Conservation	Charles Lee, Director of Advocacy, Audubon Florida
Environmental/Conservation	Janet Bowman, Director of Legislative Policy & Strategies, The Nature Conservancy
Growth Management/Land Use	Thomas Hawkins, Policy Director, 1000 Friends of Florida
Business/Economic Development	Rebecca Bays, Owner, Insurance Resources & Risk Management
Business/Economic Development	Kevin T. Sheilley, President & CEO, Ocala/Marion County Chamber and Economic Partnership
Education/Research	Jane Adams, Vice President for University Relations, University of Florida
Citizen	Mike Sizemore
Florida Transportation Plan Steering Committee	The Honorable Matt Surrency, Mayor, City of Hawthorne



September 30, 2016

Dear Secretary Boxold:

I am pleased to submit the final report of the I-75 Relief Task Force.

As requested when you established the Task Force in 2015, the Task Force developed consensus recommendations on maximizing existing and developing new high-capacity transportation corridors to serve the area between Tampa Bay and Northeast Florida, with initial emphasis on the counties along and to the west of I-75. The Task Force adopted this report unanimously at its final meeting on August 12, 2016.

The Task Force's primary focus was on developing strategies to provide relief to I-75, which serves as a critical gateway to Florida for both people and freight. I-75 faces significant safety, efficiency, and reliability issues today—all of which are anticipated to become more significant as our population, visitors, economy, and trade flows continue to grow. The Task Force also discussed the long-term goal of providing better connectivity between Tampa Bay and Northeast Florida.

The Task Force developed a framework of potential short, medium, and long-term solutions for further study. The primary and immediate strategy is to evaluate the transformation of I-75 from Hernando to Columbia counties through approaches such as express lanes and truck-only lanes.

Also recommended for study are preserving the function and, where needed, improving the capacity of U.S. 301 from Hernando to Duval counties and U.S. 41 from Hernando to Columbia counties; expanding freight rail capacity and connectivity, with emphasis on the S-line from Polk to Duval counties; and providing more choices for long-distance travel by residents and visitors. After the potential enhancements to I-75 and other existing corridors are evaluated and need is determined, the Task Force recommends further study of potential new multimodal, multiuse corridors to address long-term mobility and connectivity needs.

I would like to recognize the members of the Task Force for their service; the federal, state, regional, and local agencies who provided technical support for the work of the Task Force; and the members of the public who shared their ideas and concerns with the Task Force throughout this process. I also wish to thank the staff who worked so diligently and professionally to support this effort.

The Task Force appreciates the opportunity to advise you on the future transportation corridor needs in this region of the state. It has been an honor to serve you, and the citizens of the state of Florida, in this role.

Respectfully submitted,

Thomas Byron
Chair



Table of Contents

Introduction and Background	1
Future Corridor Planning Process	1
Task Force Purpose	2
Summary of Task Force Activities	2
Public and Agency Involvement.....	3
Overview of the Initial Focus Area	4
Conservation	4
Countryside	4
Centers and Communities.....	4
Corridors	5
Task Force Recommendations	8
Guiding Principles	8
Preliminary Purpose and Need	8
Framework for Enhanced and New High-Speed, High-Capacity Transportation Corridors.....	9
Framework for Enhanced and New High-Speed, High-Capacity Transportation Corridors.....	10
Evaluation Approach.....	15
Preliminary Implementation Plan	16
Additional Resources	17



Highlights

The I-75 Relief Task Force recommends the following options for further evaluation to **provide relief to Interstate 75 and improve mobility** in the counties along and to the west of I-75 and to **enhance regional connectivity** between Tampa Bay and Northeast Florida:

- As the primary and immediate strategy, **transform I-75** from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through approaches such as express lanes and truck-only lanes.
- **Preserve the function** and, where needed, improve the capacity of **U.S. 301** from Hernando to Duval counties and **U.S. 41** from Hernando to Columbia counties, in coordination with and compatible with the context, visions, and plans of local communities.
- Expand freight rail capacity and connectivity, with emphasis on the **S-line** from Polk to Duval counties.
- Provide **more choices** for long-distance travel by residents and visitors, including enhancing intercity bus services and creating passenger rail services.
- Evaluate potential areas of opportunity for **new multimodal, multiuse corridors** to relieve I-75 and to connect Tampa Bay and Northeast Florida after evaluation of enhancements to I-75 and other existing corridors and determination of need.

Introduction and Background

Future Corridor Planning Process

The Florida Department of Transportation (FDOT) initiated the Future Corridors planning process to envision and plan the future of Florida's major statewide transportation corridors over the next 50 years. This is a long-term, large-scale approach for planning major transportation corridors in the context of environmental stewardship, community development, and economic development decisions. This process focuses on high-speed, high-capacity transportation corridors, including both maximizing the use of existing corridors and developing new corridors. Corridors are planned and developed through a structured process emphasizing early and ongoing coordination with local, state, and federal planning and resource agencies and the public.

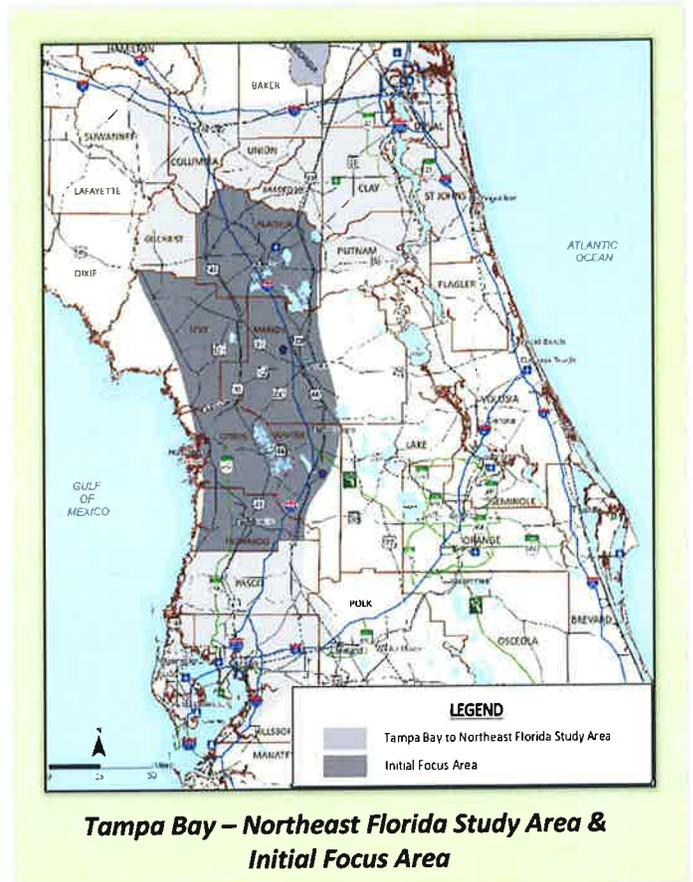
FDOT completed a [Concept Study](#) in 2013 to assess mobility needs in a 19-county area from Tampa Bay to Northeast Florida. The Concept Study identified steps to continue corridor planning activities in the study area with an early focus on increasing safety and congestion concerns along Interstate 75 (I-75) north of Wildwood. The Concept Study recommended FDOT conduct a more detailed Evaluation Study to assess the feasibility of developing a multimodal transportation corridor between the northern portion of the Tampa Bay region and I-75 between Wildwood and Lake City. The Concept Study also recommended this corridor be considered in the context of a long-term vision of improving connectivity between Tampa Bay and Northeast Florida.



Task Force Purpose

Building on these recommendations, FDOT Secretary Jim Boxold established the I-75 Relief Task Force in October 2015 for the purpose of providing consensus recommendations on maximizing existing and developing new high-capacity transportation corridors to serve the Tampa Bay to Northeast Florida study area, with initial emphasis on the area along and to the west of I-75. The Task Force included 21 members representing state agencies, local governments, regional planning councils, environmental organizations, business and economic development interests, and the public (see page i). The Task Force charge included specific activities described in this report. Additional documentation on Task Force activities is provided on the [I-75 Relief website](#) (see page 17 for a list of resources available on the website). The Task Force was modeled after the [East Central Florida Corridor Task Force](#), which was created by Executive Order in 2014 to develop recommendations for future transportation corridors in Brevard, Orange, and Osceola counties.

The Task Force focused on mobility needs in six counties along and to the west of I-75: Alachua, Citrus, Hernando, Levy, Marion, and Sumter (the **Initial Focus Area**). Consistent with its charge, the Task Force considered these recommendations in the context of longer-term connectivity for the entire Tampa Bay to Northeast Florida study area.



Summary of Task Force Activities

The Task Force met seven times between December 2015 and August 2016 in locations within the Initial Focus Area. Task Force meeting agendas included:

- Review of relevant federal, state, and local laws, policies, and plans;
- Review of previous and ongoing studies of I-75, U.S. 301, and other corridors in the study area;
- Panel discussions and presentations involving representatives of the six counties, the four metropolitan/transportation planning organizations (MPO/TPO) with jurisdiction in the Initial Focus Area, and the agricultural, trucking, rail, and seaport industries;
- Technical presentations by FDOT staff and consultants, including review of briefing books prepared by FDOT documenting trends and conditions in the Initial Focus Area;
- Consideration of public and agency input; and
- Task Force discussion and consensus-building on its recommendations.



Public and Agency Involvement

Task Force Charge: Solicit and consider input from government agencies, property owners, agricultural interests, business and economic development interests, environmental organizations, study area residents, and other interested individuals.

The Task Force meetings were supplemented by multiple public involvement activities:

- One **Public Information Webinar** in late January 2016 shared information about the Task Force purpose, charge, and work plan and opportunities for public involvement. A total of 68 people participated in the webinar.
- **Community Open Houses** in Gainesville, Lecanto, and Ocala, in March 2016, provided an opportunity for the public to review background information and to provide input on the preliminary purpose and need and key environmental and community resources. A total of 102 people participated in the three Open Houses.
- A second round of **Community Open Houses**, in the same communities in June 2016, provided an update on the work of the Task Force and sought feedback on the preliminary options for enhanced and new transportation corridors. The June Open Houses involved a total of 410 participants.
- Three **Agency Coordination Meetings**, with outreach to more than 190 agency partners including local governments, MPOs/TPOs, regional planning councils (RPC), state agencies, environmental resource agencies, and water management districts, provided an opportunity for discussion of technical issues related to the Task Force's charge.
- An opportunity for **public comment** was provided at each Task Force and Agency Coordination Meeting. Public attendance at these meetings ranged from 34 to 153.
- Ongoing opportunity to comment was offered through the I-75 Relief **website** or by contacting the project manager.

At each meeting the Task Force was provided a summary of the comments and coordination from agencies and the public since the previous Task Force meeting. The comment and coordination summaries are posted on the [I-75 Relief website](#) under each corresponding meeting.

The Task Force also considered input from a range of local governments and local, regional, and state agencies, including letters and resolutions adopted by the Board of County Commissioners in Alachua, Citrus, Hernando, and Levy counties; the cities of Archer, Gainesville, Newberry and Williston; the Gainesville Metropolitan Transportation Planning Organization; Hernando/Citrus Metropolitan Planning Organization; and the North Central Florida Regional Planning Council. The letters and adopted resolutions are included in the Comments and Coordination Report under separate cover.



Overview of the Initial Focus Area

Task Force Charge: Identify opportunities and constraints related to environmental resources including natural lands and surface and groundwater resources, agriculture, land use and development, property rights, economic development, quality of life, and other statewide and regional issues that should be considered in planning for future transportation corridors in the study area.

The I-75 Relief Task Force examined opportunities and constraints using a framework organized around four themes, known as the 4 Cs. Detailed briefing books on each topic prepared by FDOT are available on the [I-75 Relief website](#).

Conservation

- **Opportunities:** Where planned in conjunction with environmental stewardship goals, enhanced or new transportation corridors provide opportunities to improve access to recreational lands; enhance water storage and stormwater treatment; and enhance or restore connectivity of natural systems. Retrofitting existing corridors such as I-75 through Payne's Prairie or U.S. 301 through Orange Lake can create opportunities to improve wildlife corridor connectivity and reconnect water resources. Acquisition of right of way for new corridors can create opportunities for joint land development and land acquisition partnerships to protect parcels critical for improving connectivity of ecological corridors.
- **Constraints:** The study area connects many of Florida's important and fragile natural systems, such as the Green Swamp, Payne's Prairie, the Ocala and Osceola National Forests, and the Okefenokee Swamp. The Initial Focus Area includes two aquatic preserves (Rainbow Springs and Ocklawaha River/Silver Springs) and 170 mapped springs, five of which are first magnitude springs with high discharge rates. Large portions of the area are high recharge areas to the Floridan aquifer and/or have sensitive karst areas. Impacts to these resources from transportation corridors should be avoided or minimized, to the maximum extent possible.

Countryside

- **Opportunities:** Agriculture, forestry, mining, and related industries account for nearly three out of every 10 jobs in the Initial Focus Area. In addition, the parks, recreational areas, small towns, historic resources, and the equestrian industry are attractions for visitors from other states and nations. Improved transportation connectivity can link these resources to markets in other states and nations, creating economic opportunities throughout the area.
- **Constraints:** Significant portions of Marion County's land are designated as a Farmland Preservation Area, and all six counties have adopted policies to protect agricultural and other rural lands. Corridor development should preserve regionally significant agricultural lands, forests, and mines and avoid creating additional pressure for development of these lands.

Centers and Communities

- **Opportunities:** Corridor development can support centers targeted for growth in regional and local plans. Sumter, Marion, and Hernando counties are all planning to develop intermodal logistics centers and distribution facilities close to I-75, U.S. 301, and the CSX S-line. Emerging technology-oriented industry clusters, particularly around Gainesville and Ocala, would benefit from enhanced access to businesses and talent in Central Florida, Tampa Bay, and Northeast Florida.



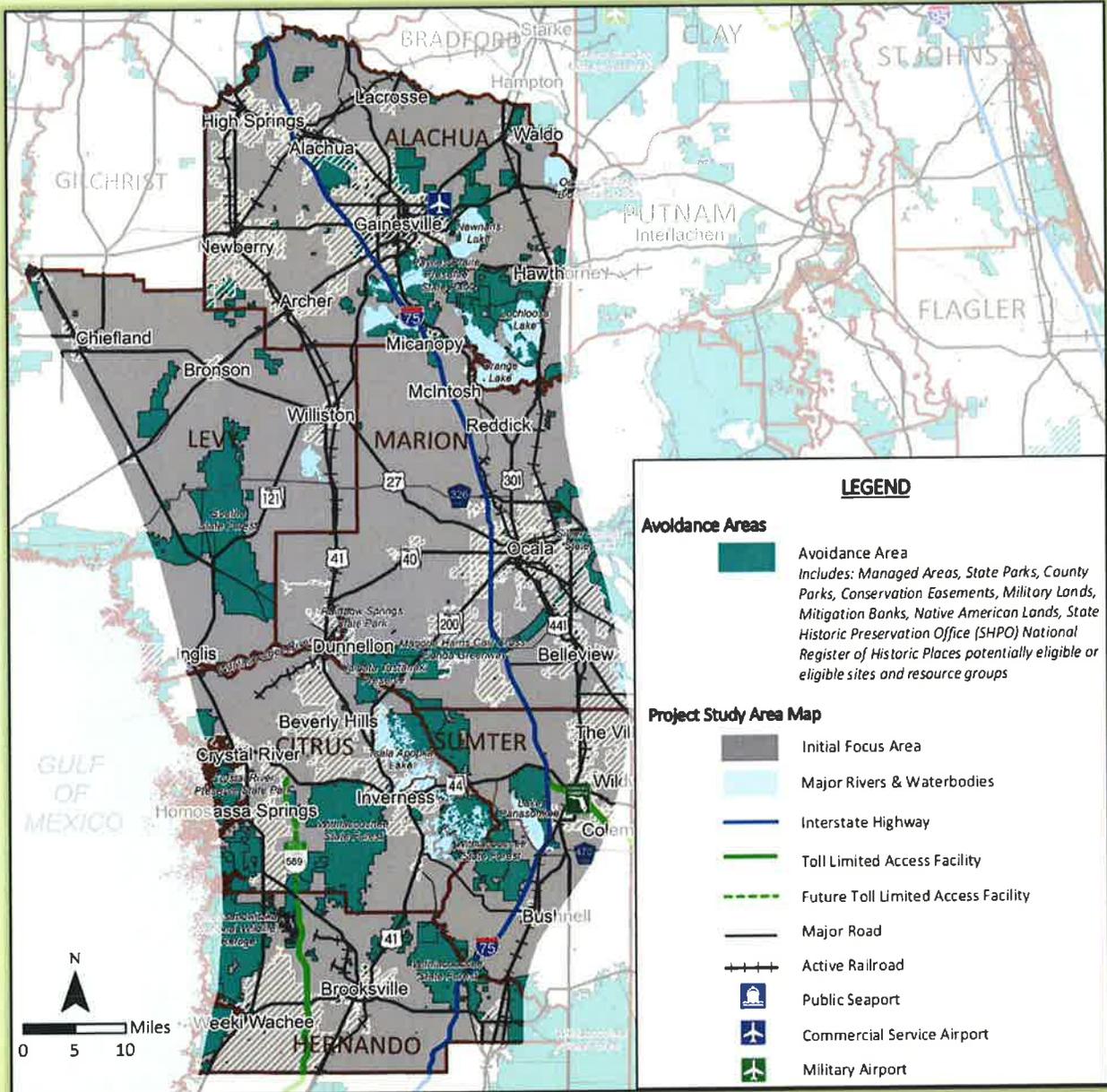
- **Constraints:** Five of the six counties have established urban or municipal growth or service boundaries as part of their comprehensive plans. About three out of every 10 residents live in a rural area, compared to one out of 10 statewide. Corridor development should preserve the quality and character of existing communities, including areas identified in local plans to maintain rural character.

Corridors

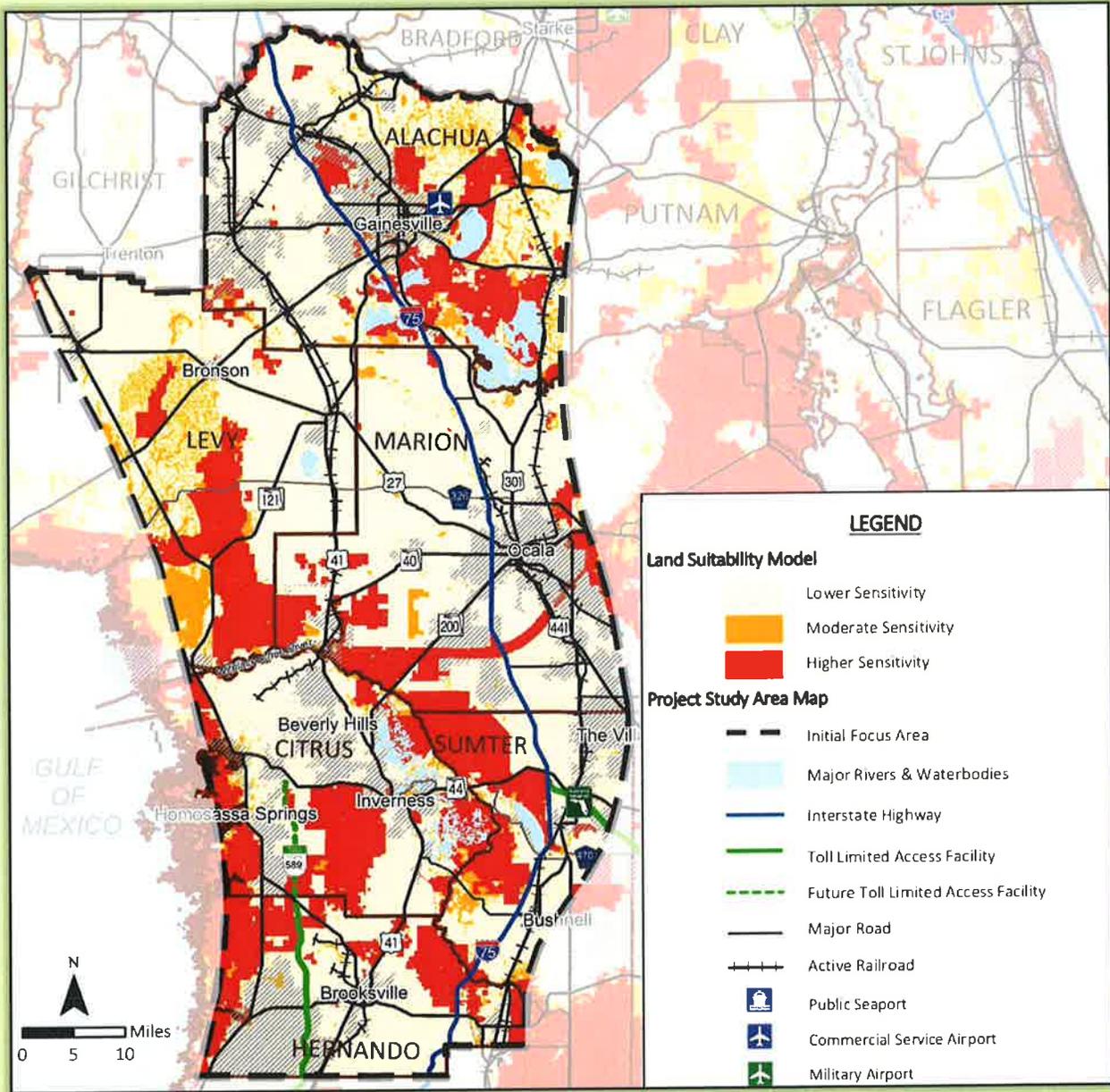
- **Opportunities:** The Initial Focus Area includes portions of three limited access highways – I-75, Florida’s Turnpike (S.R. 91), and the Suncoast Parkway (S.R. 589) – as well as other state highways such as U.S. 301, U.S. 27, U.S. 41, U.S. 19, S.R. 121, S.R. 50, S.R. 40, S.R. 200, and S.R. 26. The area is served by several intercity bus services and fixed-route transit systems in Alachua, Hernando, and Marion counties. Passenger rail service from Tampa through Orlando to Jacksonville skirts the area. CSX operates its major north-south freight corridor, the S-line, from Polk County to Duval County; CSX and the Florida Northern Railroad also operate shortlines and rail spurs in the six counties. The study area is bisected by the Marjorie Harris Carr Cross Florida Greenway and the Florida Coast to Coast Connector and is served by multiple regional trails.
- **Constraints:** I-75 is the only continuous, high-speed, limited access highway traversing the Initial Focus Area. The options for high-speed, high-capacity highway travel between Tampa Bay and Northeast Florida currently are I-75 and U.S. 301, I-4 and I-95, and I-75 and I-10. Long-term mobility and connectivity needs include growing demand for moving people and freight; increasing delay and decreasing reliability on I-75 and other existing highways; significant crash rates along portions of I-75, as well as other regional facilities; limited modal options; and limited connectivity to Rural Areas of Opportunity and other places targeted for economic development.

The Task Force, with input from state, regional, and local agencies and support from FDOT staff, identified a preliminary map of Avoidance Areas where direct impacts from enhanced or new corridors should be avoided to the maximum extent possible (map on page 6). These include existing national, state and county parks and forests, areas with conservation easements, and other managed lands; mitigation banks; military lands; Native American lands; and State Historic Preservation Officer National Register of Historic Places eligible or potentially eligible sites and resource groups.

In addition, FDOT worked with the Task Force and input from partner agencies to develop a Land Suitability Map (LSM) (map on page 7). This process considers concentrations of conservation, countryside, and center/community resources including multiple functions served by some resources. In addition to the Avoidance Areas, this map includes other resources such as springs, flood hazard zones, prime and unique farmland, and existing communities. The land areas were sorted into lower, moderate, and higher sensitivity areas. This approach helped identify potential constraints and areas of opportunity for further study of enhanced and new corridors. These analyses are documented on the [I-75 Relief website](#).



Avoidance Areas Map



Land Suitability Map



Task Force Recommendations

Guiding Principles

Task Force Charge: Adapt previously developed guiding principles for planning the future of Florida's transportation corridors as needed to ensure that they are relevant to the study area.

The Task Force recommends 20 **guiding principles** to balance considerations of conservation, countryside, and centers and communities when making decisions about the future of the study area's transportation corridors (see page 18). The principles were refined from the principles developed in 2014 by the East Central Florida Corridor Task Force.

Preliminary Purpose and Need

*Task Force Charge: Recommend the **purpose and need** for high-capacity, high-speed transportation corridors in the study area with emphasis on providing relief to I-75, increasing safety, improving statewide and regional connectivity, and enhancing economic development opportunities.*

The Task Force recommends two primary purposes for planning high-capacity, high-speed transportation corridors in the study area:

Provide relief to Interstate 75 and improve mobility in the Initial Focus Area

- **Increase safety for I-75 users.** Most of the I-75 corridor experiences crash rates greater than the statewide average for similar facilities. This reflects the mix of customers using the facility including commuters, visitors, and a large percentage of trucks, as well as fog and other weather-related issues and other non-recurring events.
- **Improve reliability for I-75 users.** I-75 peak traffic typically occurs on weekends and during specific seasons rather than daily rush hours. On peak days, traffic can be double the annual average. Only 20 percent of existing delay is related to recurring daily congestion. The remaining 80 percent is non-recurring congestion, with time and day varying due to seasonal patterns, weekends, and special events; crashes and other incidents; weather; and construction. Between 2010 and 2015, the number of incidents closing at least one lane of I-75 increased steadily. On average, an incident closed at least one lane or ramp every 16 hours; all lanes in one direction were closed every nine days.
- **Reduce delay for trips using I-75.** Most of I-75 operates with acceptable levels of congestion on the typical weekday, but conditions often deteriorate on weekends and during peak seasons as traffic increases. If current trends continue, by 2040 most of I-75 will operate at or over capacity on typical weekdays, with heavy congestion in parts of Sumter and Marion counties. Weekend and peak season traffic will experience even greater congestion and delay.
- **Accommodate projected population and economic growth and demand for moving people and freight.** The population of the six counties is projected to grow from 1.1 million in 2014 to 1.8 million by 2060. The number of out-of-state visitors to Florida is projected to grow from 105 million in 2015 to 159 million by 2025, also increasing demand for travel. About half of visitors today enter Florida on a highway, with I-75 accounting for a large share of those trips. Freight tonnage between Florida and other states on the I-75 corridor is expected to increase 80 percent between 2011 and 2040, with I-75 in the Ocala area carrying the most tonnage of all highways in the state.
- **Enhance regional emergency evacuation and response.** I-75 is a critical route for evacuating and bringing response personnel and equipment to Tampa Bay, Central Florida, and South Florida during hurricanes and other disasters. Evacuation planning studies by the state's regional planning councils have identified the interchange between I-75 and Florida's Turnpike as a potentially significant bottleneck during evacuations.



Enhance regional connectivity between Tampa Bay and Northeast Florida

- **Reduce travel time and improve reliability between Tampa Bay and Northeast Florida.** Florida's transportation corridors link the state's diverse regions together to form a globally competitive economy. A missing link today is an efficient, high-speed direct connection between Tampa and Jacksonville.
- **Support projected long-term growth in regional population, visitors, employment, trade, and freight.** Tampa Bay and Northeast Florida are projected to continue to have strong growth in population, visitors, and employment during the next 50 years. Freight activity will grow to support a larger population and economy, with potential for additional trade growth following the widening of the Panama and Suez Canals.
- **Provide transportation connectivity to support growth of regional industry clusters and other places targeted for economic development in regional and community visions and plans.** The study area's economy is shifting from natural resources, tourism, military, and basic manufacturing to also include technology, logistics, and services. These industry clusters rely on connections between businesses, suppliers, skilled labor, and universities.
- **Improve transportation connectivity between rural areas and regional employment centers as well as other regions and states.** Seven counties in the full study area are identified as Rural Areas of Opportunity due to historically high levels of poverty and unemployment. Tampa, Jacksonville, Gainesville, and Ocala play important roles as employment and service centers for these rural areas.
- **Enhance statewide emergency evacuation and response.** Because the regional transportation system has few alternative routes, a crash, incident, or even planned special event can result in severe delays. This issue increases in significance during emergency events.

Framework for Enhanced and New High-Speed, High-Capacity Transportation Corridors

*Task Force Charge: Recommend a **range** of alternatives (**options**) for accomplishing the purpose and need, including maximizing the use of existing transportation facilities and developing new transportation facilities, with consideration of multiple modes (such as highways, passenger and freight rail, and trails) and multiple uses (such as utilities, pipelines, and other linear infrastructure). Recommend **corridors** to be incorporated into regional and local long-range plans and to be advanced to future phases of project development.*

The Task Force considered multiple options for accomplishing the purpose and need, drawing upon the results of prior and ongoing studies; available data and technical analyses provided by FDOT; input from local governments, MPOs/TPOs, regional planning councils, and other agencies; and public input. Based on this input, the Task Force recommends a framework of options for enhanced and new high-speed, high-capacity transportation corridors for **further study as part of FDOT's Future Corridor Planning Process** (summary on page 10). This framework is intended to identify potential regional and interregional transportation solutions. Future evaluation studies would refine and narrow these options and identify potential corridors ready to move forward into Project Development. The recommended options are organized into three categories. The highest priority options in the framework are the optimization and transformation of I-75 through a long-term buildout plan to meet future statewide and regional mobility needs.



Framework for Enhanced and New High-Speed, High-Capacity Transportation Corridors

Immediately optimize existing transportation corridors

- Improve the safety, efficiency, and reliability of I-75 and other transportation corridors through **operational solutions**
- Provide technical and financial support to assist local governments in improving **regional and local roads and transit systems** parallel or connecting to I-75 to provide alternatives for regional and local trips
- Coordinate with local governments to minimize **land use decisions** that adversely impact the reliability of I-75
- Improve the safety and efficiency of **freight operations**, such as expanding truck parking and staging areas or reducing the number of empty trucks and rail cars on the system
- Improve **intercity bus and rail connectivity and service**, such as working with local governments and the private sector to enhance connections with regional and local public transportation systems

Evaluate potential enhancements to, or transformation of, existing transportation corridors

- Transform I-75 from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes
- Preserve the function and, where needed, improve the capacity of **U.S. 301** from Hernando to Duval counties, and the connectivity between U.S 301 and I-75, in coordination with and compatible with the context, visions, and plans of local communities
- Preserve the function, and, where needed, improve the capacity of **U.S. 41** from Hernando to Columbia counties, and the connectivity between U.S 41 and I-75, in coordination with and compatible with the context, visions, and plans of local communities
- Expand freight rail capacity and connectivity, with emphasis on the **S-line**
- Provide **more choices** for long-distance travel by residents and visitors, including enhancing intercity bus services and creating passenger rail services

Evaluate potential areas of opportunity for new multimodal, multiuse corridors after evaluation of enhancements to I-75 and other I-75 connector roads and determination of need

- Evaluate long-term opportunities to create a **reliever corridor to the west of I-75**, considering use of existing regional roads and new limited access highway segments, as well as multiple modes and purposes
- Evaluate long-term opportunities for providing a high-speed, high-capacity **multimodal/multiuse corridor between Tampa Bay and Northeast Florida**, building on options identified in this framework

As the items from this framework of options move forward into future phases of planning or implementation, the following opportunities and constraints should be considered and incorporated into any future studies.

1. Immediately optimize existing transportation corridors

This set of options focuses on optimizing existing north/south transportation facilities. These strategies currently are being implemented, or could be implemented in the near future, and typically do not require detailed planning or project development studies for implementation. The Task Force recommends FDOT continue to implement these strategies, recognizing their ability to provide immediate relief while medium- and long-term options are studied and implemented.



- **Improve the safety, efficiency, and reliability of I-75 and other transportation corridors through operational solutions.** Strategies for enhanced transportation system management and operations include service patrols, traveler information such as dynamic message signs and fog detection systems, and traffic signal optimization.
- **Provide technical and financial support to assist local governments in improving regional and local roads and transit systems parallel or connecting to I-75 to provide alternatives for regional and local trips.** While designed to accommodate long-distance travel, I-75 in areas such as Ocala and Gainesville also functions as a local road for commuters, residents, and delivery vehicles on short trips. Southwest (SW) 49th Avenue in Marion County and SW 62nd Boulevard in Alachua County are examples of projects in MPO/TPO plans that would provide an alternative to I-75 for local trips. The Task Force encourages FDOT to work with MPOs/TPOs and local governments to support innovative approaches for planning and funding these projects, such as the Transportation Regional Incentive Program.
- **Coordinate with local governments to minimize land use decisions that adversely impact the reliability of I-75.** Local government land use decisions should support the high-speed, high-capacity function of I-75 by limiting requests for additional interchanges or access points and encouraging compatible land uses along or near I-75.
- **Improve the safety and efficiency of freight operations.** Up to 35 percent of the trucks operating on I-75 are estimated to be empty – primarily trucks heading north after bringing consumer goods into Florida. There may be market-based opportunities to reduce the number of empty trucks through developing intermodal logistics centers including multiple shippers and carriers in a single location, using rail to reposition empty equipment, and using information technologies to facilitate load matching. There also may be opportunities to enhance existing facilities such as I-75 or U.S. 301 to better support trucking, such as expanding truck parking and staging areas.
- **Improve intercity bus and rail connectivity and service.** Intercity bus and rail connections from Tampa to Jacksonville today primarily occur through Orlando rather than the Initial Focus Area. Projected growth in population, jobs, and visitors is anticipated to increase demand for a range of transportation choices. FDOT should work with federal agencies, local governments, and the private sector to facilitate intercity bus and rail services, such as providing access for intercity bus operators at I-75 rest areas or Turnpike service plazas and supporting connectivity and interoperability between intercity bus, rail, and local public transportation systems to enable customers to complete end-to-end trips using a single ticket.

2. Evaluate potential enhancements to, or transformation of, existing transportation corridors

This set of options involves potential enhancements to existing transportation facilities, including potential transformation of these facilities to maximize their function, such as adding express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line. These options would require detailed evaluation studies, followed by Project Development and Environment (PD&E) studies. These generally are medium-term strategies that could be implemented in the next 20 years. They focus on four existing north-south facilities, as well as expansion of intercity bus and rail services (see map on page 14).

- **Transform I-75 from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes.** Enhancement and transformation of I-75 is viewed as the *primary strategy for I-75 relief*. Potential enhancements include: interchange improvements, auxiliary lanes to connect closely spaced interchanges, express lanes to separate through and local traffic and bypass congestion in general purpose lanes, and truck-only lanes in strategic locations. The Task Force recommends FDOT work with MPOs/TPOs and local governments to develop a long-term buildout concept for I-75 over the next 50 years and to prioritize these improvements for funding. This build out should assume projects currently underway or funded will move forward as planned, such as widening from Hernando County to Florida's Turnpike in Sumter County and interchange modifications on I-75 at Florida's Turnpike and S.R. 121 in Alachua County. FDOT's 20-year Strategic Intermodal System cost-feasible plan (2014 edition) includes no additional capacity improvements on I-75 from Sumter County north. Further study should identify the optimal combination of



improvements of short term improvements and ultimate build out; address potential impacts on the safety, efficiency, and reliability of I-75 and on regional mobility; consider right of way availability for additional roadway capacity and related needs such as stormwater management; and evaluate potential impacts on adjacent communities and environmental resources. The Task Force recommends FDOT immediately evaluate large scale capacity improvements to I-75, including express lanes and truck-only lanes, and identify specific projects for incorporation into the SIS Cost Feasible Plan and the Five Year Work Program.

- **Preserve the function, and, where needed, improve the capacity of U.S. 301 from Hernando to Duval counties, and the connectivity between U.S. 301 and I-75, in coordination with and compatible with the context, visions, and plans of local communities.** U.S. 301 provides an alternative to I-75 in Hernando, Sumter, and Marion counties, as well as a connection between the Initial Focus Area and Northeast Florida. A high-speed, direct connection between I-75 and U.S. 301 near Ocala could help improve overall connectivity between Tampa Bay and Northeast Florida. Additional potential improvements to U.S. 301 include grade separations at intersections, additional general purpose lanes, conversion of portions of U.S. 301 to limited access with frontage lanes to accommodate local traffic, and implementation of vehicle-to-infrastructure communications and additional connected vehicle technologies. Building on the *U.S. 301 Transportation Alternatives Study* completed by FDOT in 2015, a future evaluation study should evaluate the ability to transform U.S. 301 to accommodate both short- and long-distance trips, including additional traffic that may shift from I-75 due to non-recurring congestion. This study should consider the function U.S. 441 plays as part of the overall U.S. 301 corridor, as well as impacts on communities and environmental resources.
- **Preserve the function and, where needed, improve the capacity of U.S. 41 from Hernando to Columbia counties, and the connectivity between U.S. 41 and I-75, in coordination with and compatible with the context, visions, and plans of local communities.** U.S. 41, a two-lane north-south corridor to the west of I-75, provides an alternate connection between north Florida and Tampa Bay. The Task Force discussed whether it would be possible to add capacity to portions of U.S. 41, or improve connectivity from U.S. 41 to I-75, to support trucking or long-distance travel. However, public and agency input highlighted significant challenges to improving U.S. 41, including potential impacts on existing communities, farms and other rural lands, and environmental resources. The Task Force recommends FDOT work with local governments to preserve the function of U.S. 41 for intercounty travel, and determine if capacity or connectivity improvements are feasible and compatible with the context, vision, and plans of existing communities.
- **Expand freight rail capacity and connectivity, with emphasis on the S-line.** CSX Transportation invested in improvements during the past decade to add capacity to the S-line, and estimates the S-line has sufficient capacity to accommodate anticipated growth in freight demand for the foreseeable future. In view of planned seaport expansions and intermodal logistics centers, the Task Force encourages FDOT to work with CSX to identify future S-line capacity needs both within and outside of the Initial Focus Area, including additional sidings or spot improvements, improved intermodal terminal capacity, and enhanced connectivity to seaports and industrial sites. The Task Force also encourages FDOT to work with CSX and the Florida Northern Railroad to explore opportunities for the use of existing and abandoned rail right of way for freight service, while maintaining prior investments in converting rail to trails. FDOT also should work with local governments and railroads to minimize potential impacts of expanded freight rail operations on existing communities by improving rail/highway intersections and by ensuring compatible land uses around rail corridors and terminals.
- **Provide more choices for long-distance travel by residents and visitors, including enhancing intercity bus services and creating passenger rail services.** FDOT should work with the rail industry to evaluate opportunities for linking cities such as Gainesville and Ocala to the statewide and national passenger rail network. These options could build on existing corridors such as the S-line, reuse of shortline and abandoned rail right of way, and/or development of new rail corridors.



3. Evaluate potential areas of opportunity for new multimodal, multipurpose corridors after evaluation of enhancements to I-75 and other I-75 connector roads and determination of need

This set of options are long-term opportunities to develop new multimodal, multiuse corridors that could provide relief to I-75 and enhance regional connectivity. These options would require detailed evaluation studies, followed by Project Development and Environment studies. The Task Force recommends FDOT initiate evaluation of these options after the evaluations of I-75 transformation and other existing facilities advance.¹

- **Evaluate long-term opportunities to create a reliever corridor to the west of I-75, considering use of existing regional roads and new limited access highway segments, as well as multiple modes and purposes.** A reliever corridor to the west of I-75 could bypass existing congested areas and/or provide a more direct connection from Tampa Bay to Ocala, Gainesville, and other parts of north Florida. The Task Force reviewed three potential “areas of opportunity” for future study of a reliever corridor, running from the northern terminus of the Suncoast Parkway 2 at S.R. 44 in Citrus County to I-75 in southern Marion, central Marion, and northern Alachua County.² The Task Force recommended the southern area of opportunity not be advanced for future study at this time due to the potential for impacts on conservation lands and existing communities and the location of the connection south of the most congested portions of I-75 in Marion County. Public and agency input on the central and northern areas raised concerns about potential impacts on existing communities, farms and other rural lands, and environmental resources such as conservation lands, springs, and aquifer recharge areas. The Task Force did not have a unified point of view regarding these areas of opportunity. Task Force discussions affirmed the need for more detailed analysis of purpose and need, traffic demand, and environmental and community issues through future comprehensive evaluation studies. Any study of a new reliever corridor will require careful consideration of the concerns and challenges raised during the Task Force process.
- **Evaluate long-term opportunities for providing a high-speed, high-capacity multimodal/multiuse corridor between Tampa Bay and Northeast Florida, building on options identified in this framework.** The Task Force also recommends FDOT consider long-term opportunities to the east of I-75 that could build on existing north/south corridors and any future I-75 western reliever corridors to ultimately provide a high-speed, high-capacity multimodal/multiuse corridor between Tampa Bay and Northeast Florida.

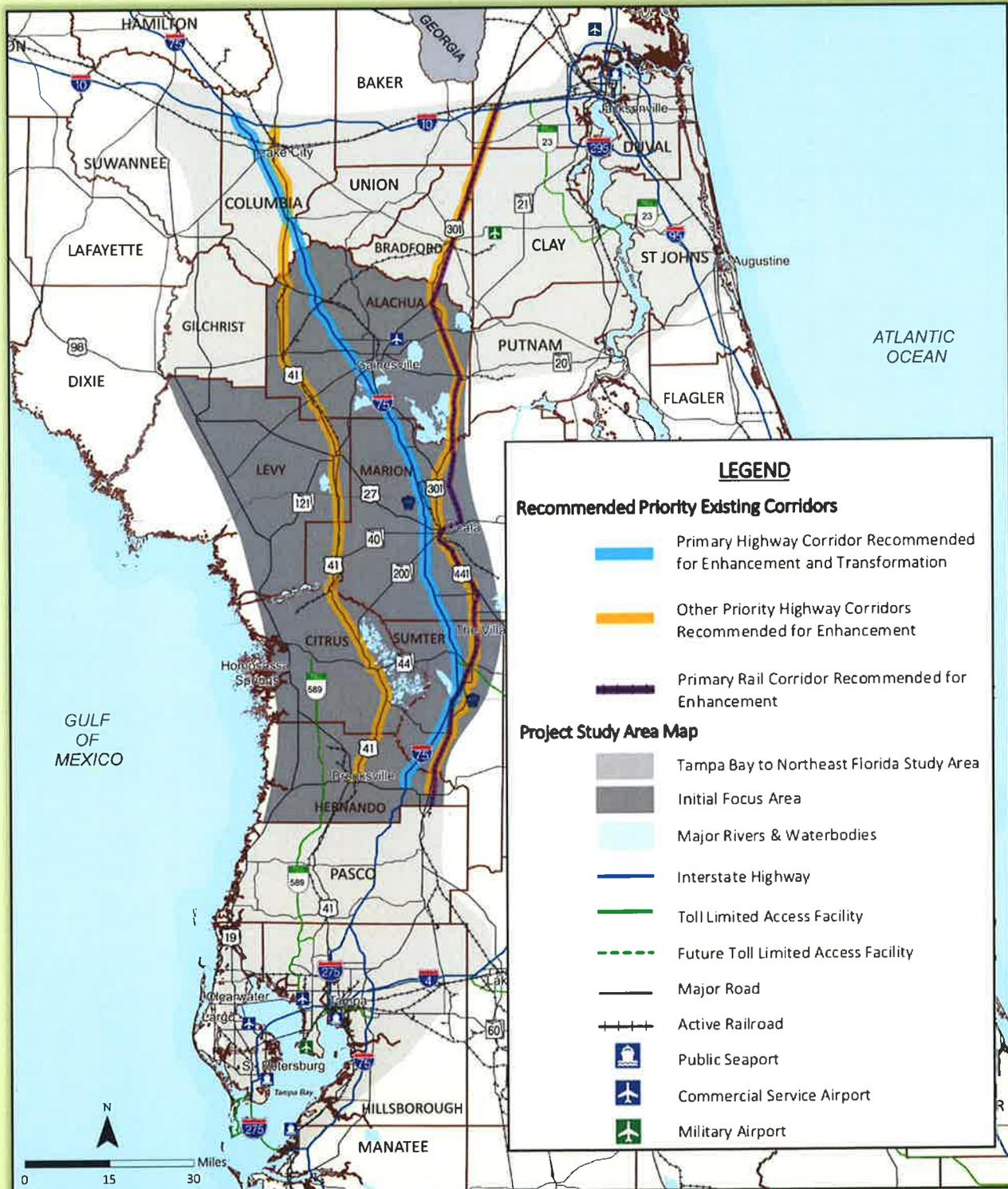
Additional supporting recommendations

The Task Force also recommends FDOT work with local governments and MPOs/TPOs to identify needs for improving the safety, efficiency, and reliability of existing east-west facilities that provide connectivity between the major north/south corridors. It is not anticipated that these facilities would be transformed into high-speed, high-capacity corridors. Examples include:

- S.R. 50 from U.S. 301 to the Suncoast Parkway (S.R. 589) in Hernando County;
- S.R. 44 from U.S. 301 in Sumter County to the Suncoast Parkway (S.R. 589) in Citrus County;
- S.R. 200 from U.S. 301 in Marion County to U.S. 41 in Citrus County;
- S.R. 40 from U.S. 301 to U.S. 41 in Marion County;
- S.R. 121 from I-75 in Alachua County to U.S. 41 in Levy County
- S.R. 24 from I-75 in Alachua County to U.S. 19 in Alachua County;
- S.R. 26 from I-75 in Alachua County to U.S. 19 in Levy County; and
- County roads providing short connections between I-75 and the Florida’s Turnpike (e.g., Sumter County Road 468/470) or I-75 and U.S. 301 (e.g., Marion County Road 326).

¹ Alachua County Commissioner Charles Chestnut read into the record a letter submitted to the Task Force chair by the Chair of the Board of County Commissioners opposing further evaluation of the areas of opportunity.

² See documentation on Task Force website – www.i75relief.com.



Potential Areas of Opportunity for Enhancements to Existing Corridors



Evaluation Approach

*Task Force Charge: Recommend the **approach** that should be used to evaluate and narrow these alternatives.*

FDOT has developed a three-stage process for planning the future of statewide, multimodal transportation corridors:

1. Prepare a high-level **Concept Study** to identify anticipated statewide connectivity and mobility needs in the study area; identify key community and environmental issues to be considered in future stages; and identify a framework for moving forward in this study area (completed for the full study area in 2013).
2. Conduct one or more **Evaluation Studies** to identify and assess potential alternative modes and solutions to the anticipated mobility and connectivity needs; work with agencies and the public to build consensus around purpose and need statements and potential solutions; and develop an action plan for future work on viable corridors.
3. Use FDOT's established **Project Development** processes to conduct more detailed analyses of specific alternative corridor improvements compared to no-build alternatives, continue coordination with partners, and advance specific projects into implementation.

The Task Force process represents the transition from the Concept to the Evaluation stage in the Tampa Bay to Northeast Florida study area. Many of the options identified by the Task Force could move into evaluation studies in the next few years. The scope for the evaluation studies should include the following activities:

- Develop a **structured process** that begins with evaluation of potential enhancements to and transformation of I-75; incorporates evaluation of potential enhancements to U.S. 301, U.S. 41, and existing intercity bus and rail services; and evaluates potential new multimodal, multipurpose corridors based on assessment of the impacts of the existing corridor improvements and a determination of the remaining transportation needs. This structured process would allow for updating the purpose and need based on updated demographic, economic, and travel data, including impacts of widening I-75 from Hernando to Sumter county, extending the Suncoast Parkway to S.R. 44, and planned seaport expansion and intermodal logistics center development.
- Develop and implement a robust **public involvement process** to share information with and gather input from study area residents, visitors, and businesses, as well as local governments and other state and regional agencies.
- Evaluate the consistency of options for potential enhanced and new corridors with the preliminary **purpose and need**, considering forecasts of future demand for moving people and freight, as well as potential economic development impacts.
- Evaluate the consistency of options for potential enhanced and new corridors with the **Guiding Principles**, including consideration of potential strategies to avoid, minimize, or mitigate potential impacts on conservation, countryside, and center/community resources. This analysis should assess consistency with adopted local government comprehensive plans, long-range transportation plans, and strategic regional policy plans. It also should build upon the preliminary Avoidance Areas identified by the Task Force such as existing conservation lands, aquifer recharge areas, farmland preservation areas, and areas intended to maintain rural character. This analysis also should consider innovative approaches for regional mitigation, stormwater management, land use coordination, and context-sensitive solutions to help accomplish multiple transportation, environmental stewardship, and community development goals.
- Refine the general options for enhanced and new corridors identified into more specific corridors, including consideration of specific **modes and purposes** for these corridors, including "no build" options.
- Conduct initial analyses of the **engineering and financial feasibility** of the potential enhanced and new corridors, including the comparative costs of alternative options and initial identification of potential funding strategies.



- Identify potential **projects or segments** within these corridors, including potential sequencing of these projects over time, and advance projects as appropriate into the SIS Cost Feasible Plan and FDOT's Five Year Work Program.
- Recommend projects/segments to move forward into **Project Development and Environment** studies.

Preliminary Implementation Plan

Task Force Charge: Recommend a proposed implementation plan for moving forward with the recommended corridors, including potential actions by FDOT, other state agencies, local governments, and other partners.

1. **Take immediate action to identify and implement strategies to optimize I-75** from Hernando to Columbia County, as well as to evaluate the potential to **transform I-75** such as the development of dedicated truck lanes and/or express lanes. Developing a long-term buildout plan for I-75 should be the highest priority for long-range transportation planning in the study area.
2. Coordinate with metropolitan planning organizations and local governments to identify and implement strategies for **preserving the function of U.S. 301** from U.S. 50 in Hernando County to I-10 in Duval County and **U.S. 41** from S.R. 50 in Hernando County to I-10 in Columbia County. Evaluate potential capacity and connectivity enhancements to these corridors that address anticipated mobility needs while also supporting regional and local visions and land use plans.
3. Coordinate with rail and intercity bus operators and local governments to evaluate potential enhancements to existing or creation of new **intercity bus, passenger rail, and freight rail services** to, from, and through the Initial Focus Area.
4. Based on further evaluation of the purpose and need and consideration of the assessment of the existing corridor options, conduct evaluation studies of potential areas of opportunity for **new multimodal, multipurpose corridors** that would provide additional relief to I-75, if needed, and improve long-term connectivity between Tampa Bay and Northeast Florida.
5. In parallel with the evaluation studies, provide technical support to local governments for development of strategies to protect **sensitive rural land uses and critical environmental resources** in areas potentially impacted by transformation of existing or development of new transportation corridors.
6. In parallel with the evaluation studies, work with federal, state, and local resource agencies and nongovernmental organizations to explore innovative, **regional approaches for mitigation** of potential corridor improvements that could help enhance or restore natural systems connectivity, improve water resources management, and accomplish other environmental stewardship goals.
7. Coordinate with local governments, MPOs/TPOs, regional planning councils, and other agencies to incorporate the recommendations of the evaluation studies, as well as the Guiding Principles, into **local and regional plans**.
8. Continue to support a robust **public involvement and interagency coordination** process to ensure the evaluation studies and other corridor development activities are conducted in an open, transparent manner and the study recommendations reflect the values and needs of study area residents, visitors, and businesses.
9. Continue to **evaluate the effectiveness** of implemented corridor improvements in addressing the recommended purpose and need, and refine future corridor development plans as needed to reflect changing conditions.



Additional Resources

These background documents summarize additional detailed information reviewed and considered during the Task Force process. The technical documents are intended to serve as support documentation to the Task Force Report. The documents are available on the [I-75 Relief website](#).

- **Task Force Purpose and Charge** – Guidance document to the Task Force prepared by the Secretary.
- **Comments and Coordination Report** – All Task Force comments, agency resolutions and comments, and public comments received during the Task Force process, including summaries of Task Force, Agency Coordination, and public meetings.
- **4Cs Briefing Books** – Series of four individual Briefing Books providing an overview of the 4C themes of Conservation, Countryside, Centers and Communities, and Corridors. The Briefing Books were developed to identify opportunities and constraints to support the Task Force deliberations as well as to support the Task Force’s efforts to consider input on existing and planned resources in the Initial Focus Area.
- **Identification of Avoidance Areas and Land Suitability Mapping and Areas of Opportunity Technical Memorandum** – Technical memorandum summarizing the preliminary environmental analyses conducted to identify Avoidance Areas, complete initial Land Suitability Mapping, and identify potential areas of opportunity for Task Force review. This memorandum documents the methodology and analyses presented at Task Force meetings for further review in any future evaluation studies.



Recommended Guiding Principles for Planning Future Transportation Corridors

Conservation

- Identify regionally significant land and water resources prior to determining locations for future corridor investments; implement coordinated land acquisition and/or protection measures prior to or in parallel with implementation of future corridor investments.
- Avoid, to the extent feasible, existing lands currently managed for conservation purposes; where avoidance is not feasible, minimize and mitigate impacts on these lands.
- Maintain and, where possible, restore and enhance the integrity and connectivity of regionally significant environmental lands.

Countryside

- Maintain and improve transportation connectivity to, from, and between working farms, forests, mines, eco-tourism attractions, and other economically valuable rural lands.
- Plan and develop transportation corridors in a manner that protects regionally significant agricultural lands and other rural lands with economic or environmental significance.
- Plan and develop transportation corridors in a manner that is compatible with areas identified in local plans to maintain their rural character as a choice for residents.

Centers and Communities

- Improve connectivity for transportation and other infrastructure to established and emerging regional population and employment centers.
- Locate major transportation corridor improvements and, if needed, new facilities in areas targeted for growth in regional and local plans. When planning enhanced or new transportation corridors that are intended to support new population and employment centers, ensure that these new centers support regional and community visions including: compact development in both urban centers and adjacent areas; mixed-use development with integration of residential and commercial uses; open space, parks, greenways, agricultural areas, and buffers between centers; and “green” community designs that support a reduced urban and environmental footprint, such as reduced water consumption.
- Plan and develop transportation corridors in a manner that improves connectivity to and enhances the quality of existing communities and previously approved developments, while avoiding or minimizing adverse impacts on these communities and developments. When a corridor and a center or community intersect, plan and design the corridor so that its purpose and scale is compatible with that of the center or community.

Corridors

- Make optimal use of existing transportation facilities before adding new capacity to existing facilities or developing new facilities.
- Where possible, give preference to enhancing existing corridors, recognizing that new corridors may be needed to meet current or future mobility and connectivity needs.
- Direct strategic investments to transportation corridors that will provide better access to regional employment centers and other economic assets or provide better connectivity to global markets.
- Make early decisions about the location of enhanced or new corridors to ensure effective coordination with conservation and land use decisions and to enable timely preservation, management, or acquisition of property necessary to accommodate existing and planned transportation facilities
- Plan enhanced or new transportation corridors, where appropriate, to accommodate multiple modes of transportation, including opportunities for active transportation, and to accommodate multiple uses, including utility infrastructure.
- Plan highway elements of future transportation corridors to be limited access, with interchange locations identified to provide access to economic development activities dependent on long-distance transportation, and to support growth in areas targeted for economic development. Plan rail and transit elements of future transportation corridors to support compact development locations and to encourage public transportation ridership.
- Protect the integrity of statewide and interregional corridors by developing and maintaining strong regional and local transportation networks to accommodate demand for regional and local trips.
- Plan, design, construct, and operate transportation corridors to reflect the context of the communities and environment through which the corridors pass to the fullest extent possible.
- Use state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies, where economically feasible, to develop and operate transportation corridors.
- Plan, design, construct, and operate transportation corridors to be safe and secure for all users.
- Plan, design, construct, and operate transportation corridors to support emergency evacuation, emergency response, and post-disaster recovery activities; ensure that corridor improvements intended to enhance emergency evacuation and response are not used to promote additional development in hazardous areas or areas not planned for growth.



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