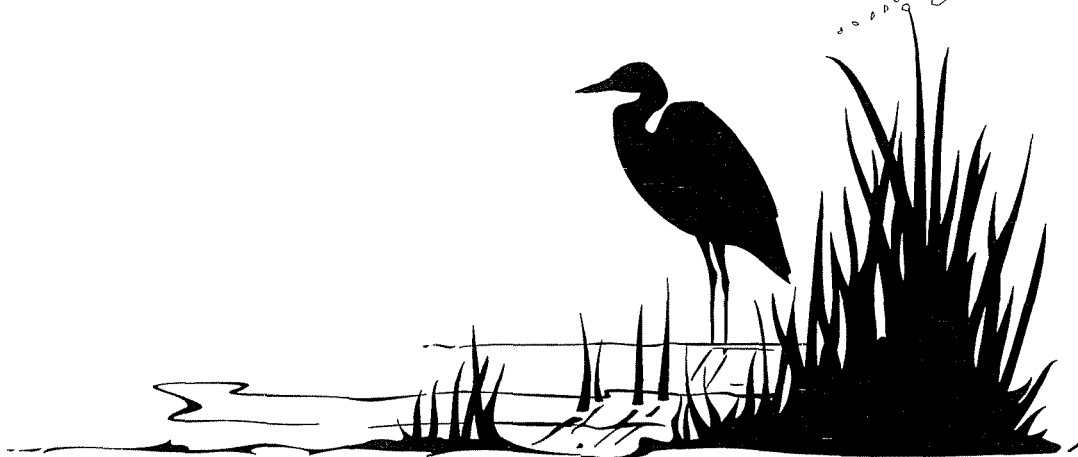
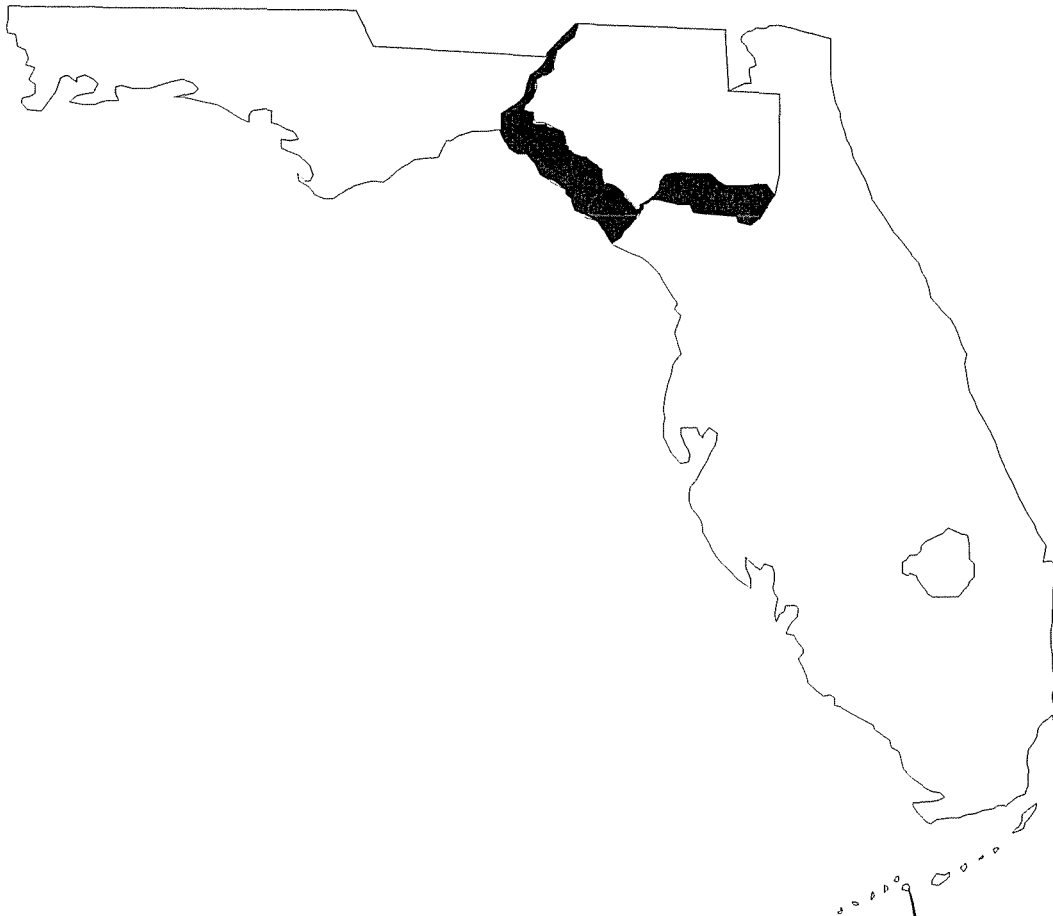


EVALUATION AND APPRAISAL REPORT

NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN



October 23, 2008

EVALUATION AND APPRAISAL REPORT

NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN

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

North Central Florida Regional Planning Council
2009 NW 67th Place, Suite A
Gainesville, Florida 32653-1603

October 23, 2008

TABLE OF CONTENTS

		Page
I.	INTRODUCTION	v
II.	EXECUTIVE SUMMARY	v
III.	STRATEGIC REGIONAL SUBJECT AREAS	
	Affordable Housing	I-1
	Economic Development	II-1
	Emergency Preparedness	II-1
	Natural Resources of Regional Significance	IV-1
	Regional Transportation	V-1
IV.	REGIONALLY SIGNIFICANT FACILITIES AND RESOURCES	VI-1
V.	COORDINATION OUTLINE	VII-1

LIST OF TABLES

Table		Page
I-1	A COMPARISON OF REGIONAL GOAL 1.1 INDICATORS, 1990 AND 2000 ..	I-2
I-2	PERCENTAGE OF 2000 RENTER HOUSEHOLDS BY PERCENTAGE OF 1999 HOUSEHOLD INCOME SPENT ON GROSS RENT	I-3
I-3	PERCENTAGE OF 2000 HOMEOWNER HOUSEHOLDS BY SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF 1999 HOUSEHOLD INCOME	I-4
I-4	MEDIAN SALES PRICE BY YEAR, SINGLE FAMILY RESIDENCES, 2000 - 2005	I-5
I-5	AVERAGE ANNUAL WAGE BY COUNTY, 2000 - 2005	I-6

LIST OF TABLES, CONTINUED

Table	Page
I-6	ESTIMATED MONTHLY MORTGAGE PAYMENT FOR A SINGLE FAMILY RESIDENTIAL DWELLING UNIT, YEARS 2000 AND 2005 I-8
I-7	PERCENT OF HOUSEHOLDS BY INCOME AND HOUSING COST BURDEN, 2005 I-10
III-1	NORTH CENTRAL FLORIDA NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION WEATHER RADIO COVERAGE III-3
III-2	2000 NORTH CENTRAL FLORIDA PUBLIC SHELTER CAPACITY III-5
III-3	2007 NORTH CENTRAL FLORIDA PUBLIC SHELTER CAPACITY III-6
III-4	CHANGE IN NORTH CENTRAL FLORIDA PUBLIC SHELTER CAPACITY, 2000 - 2007 III-7
IV-1	WATER WITHDRAWALS BY SOURCE, 2000 (MILLION GALLONS PER DAY) IV-7
IV-2	CHANGE IN WATER WITHDRAWAL BY SOURCE, 1995 - 2000 (MILLION GALLONS PER DAY) IV-8
IV-3	WATER USE: WATER WITHDRAWALS BY CATEGORY, 2000 (MILLIONS OF GALLONS PER DAY) IV-9
IV-4	WATER WITHDRAWALS BY CATEGORY, 2000, PERCENT OF TOTAL IV-10
IV-5	NORTH CENTRAL FLORIDA WATER WITHDRAWALS - ACTUAL, ESTIMATED, AND PROJECTED, 1995 - 2030 (MILLIONS OF GALLONS PER DAY) IV-11
IV-6	NORTH CENTRAL FLORIDA WATER WITHDRAWAL PERCENTAGE CHANGE - ACTUAL, ESTIMATED, AND PROJECTED, 1995 - 2030 IV-12
IV-7	NORTH CENTRAL FLORIDA FIRST MAGNITUDE SPRINGS WATER QUALITY CHANGE OVER TIME IV-13
IV-9	1997 NORTH CENTRAL FLORIDA STATE AND FEDERALLY LISTED SPECIES REMOVED FROM THE FLORIDA NATURAL AREAS INVENTORY (FNAI) ELEMENT OCCURRENCE DATABASE IV-20

LIST OF TABLES, CONTINUED

Table	Page
IV-10 2006 FLORIDA DEPARTMENT OF HEALTH FISH CONSUMPTION ADVISORIES	IV-24
IV-11 THE VERIFIED LIST OF IMPAIRED NORTH CENTRAL FLORIDA WATERS (AS APPROVED BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY)	IV-29
V-1 A COMPARISON OF REGIONAL GOAL 5.1 INDICATORS, 1999 AND 2006 .	V-2
V-2 MILES OF REGIONAL ROAD NETWORK SEGMENTS NOT MEETING ADOPTED LEVEL OF SERVICE STANDARDS BY YEAR	V-5
V-3 MILES OF REGIONAL ROAD NETWORK SEGMENTS, LESS GAINESVILLE, NOT MEETING ADOPTED LEVEL OF SERVICE STANDARDS, BY YEAR	V-6
V-4 MILES OF REGIONAL ROAD NETWORK SEGMENTS MEETING ADOPTED LEVEL OF SERVICE STANDARDS BUT WITHIN 15 PERCENT OF SERVICE VOLUME CAPACITY, BY YEAR	V-7
V-5 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-8
V-6 MILES OF ROAD WITHIN 85 PERCENT AND OVER OF MAXIMUM VOLUME CAPACITY AT ADOPTED LEVEL OF SERVICE STANDARD	V-9
V-7 NORTH CENTRAL FLORIDA STRATEGIC INTERMODAL SYSTEM ROADWAYS	V-12
V-8 ESTIMATED COSTS TO UPGRADE PORTION OF REGIONAL ROAD NETWORK OPERATING OVER 100 PERCENT OF CAPACITY TO MINIMUM LEVEL OF SERVICE STANDARDS - 2007 DOLLARS	V-16
V-9 ESTIMATED COSTS TO UPGRADE REGIONAL ROAD NETWORK OPERATING AT 85 PERCENT AND OVER OF MAXIMUM VOLUME CAPACITY TO MINIMUM LEVEL OF SERVICE STANDARDS - 2007 DOLLARS	V-16

LIST OF TABLES, CONTINUED

Table	Page
V-10 NORTH CENTRAL FLORIDA TRANSPORTATION DISADVANTAGED PROGRAMS	V-40
V-11 PROJECTED TRANSPORTATION DISADVANTAGED POPULATION	V-41
V-12 TRANSPORTATION DISADVANTAGED POPULATION AS A PERCENTAGE OF TOTAL POPULATION, 2000 - 2025	V-41
V-13 PROJECTED TRANSPORTATION DISADVANTAGED GENERAL TRIP DEMAND	V-43
V-14 NORTH CENTRAL FLORIDA PARATRANSIT RIDERSHIP, FISCAL YEARS 1998-99 AND 2006-07	V-45
V-15 NORTH CENTRAL FLORIDA PARATRANSIT FUNDING, FISCAL YEARS 1998-99 AND 2006-07	V-46
V-16 ESTIMATED AND PROJECTED TRANSPORTATION DISADVANTAGED TOTAL TRIP SUPPLY	V-47
V-17 ESTIMATED AND PROJECTED TRANSPORTATION DISADVANTAGED TOTAL UNMET TRIP DEMAND	V-48
V-18 NORTH CENTRAL FLORIDA RESIDENTS USING PUBLIC TRANSPORTATION AS PRIMARY MEANS OF TRAVEL TO WORK, WORKERS AGE 16 AND OVER	V-50

INTRODUCTION

Section 186.511, Florida Statutes, requires the Council to prepare an assessment of the regional plan once every five years. The purpose of the assessment is to evaluate the successes and failures of the plan and the preparation of necessary amendments, revisions or updates to the plan based upon the assessment. The assessment report is to be primarily based on the progress of the region toward attainment of strategic regional policy plan goals using the regional indicators contained in the plan. Rule 27E-5.008, Florida Administrative Code, notes that the assessment shall identify plan amendments which may be necessary as a result of changing regional conditions, changes to the State Comprehensive Plan, or other statutory changes.

This assessment is organized around the reporting requirements of Section 186.511, Florida Statutes, and Rule 27E-5, Florida Administrative Code. The five strategic regional subject areas, Affordable Housing, Economic Development, Emergency Preparedness, Natural Resources of Regional Significance, and Regional Transportation, are assessed separately. Each subject area assessment includes, as applicable, an evaluation of regional indicators, the identification of the successes and failures of the regional plan, the impact of the subject area on local government comprehensive plans, an evaluation of anticipated problems and opportunities, and the impact of changes in state statutes and rules on the regional plan. The assessments conclude with the identification of recommended plan amendments and new actions necessary to address issues identified herein.

EXECUTIVE SUMMARY

AFFORDABLE HOUSING

An update of regional indicators suggests that housing affordability for north central Florida very low-, low-, and moderate-income households worsened between 1990 and 2000. Limited data is available for the years between 2000 and the present. Available data suggests that, 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 no longer limited to Alachua County. Rather, housing affordability has become a regionwide concern.

The Council has reviewed affordable housing analyses for several Developments of Regional Impact since 2003. 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.

ECONOMIC DEVELOPMENT

A comparison of regional indicators with the latest available data suggests that the regional economy has continued to improve. Average incomes have increased. The number of employers and number of employed persons has increased. While unemployment rates have increased slightly since 2000, the 2005 regional unemployment rate was a relatively low 4.0 percent. At the same time, differences in unemployment rates between north central Florida counties have narrowed. In 1999, the unemployment rates in Dixie, Hamilton and Taylor Counties, the three north central Florida counties with the highest unemployment rates, were 5.1, 6.5, and 7.1 percent, respectively. In 2005, the unemployment rates for Hamilton and Taylor Counties had declined to 5.6 and 5.8 percent, respectively, while the Dixie County unemployment rate rose to 5.6 percent.

For several years north central Florida has had two guiding documents for economic development, the Economic Development Element of the regional plan and the Comprehensive Economic Development Strategy prepared by the North Central Florida Regional Planning Council as an Economic Development District. The Comprehensive Economic Development Strategy contains an analysis of demographic and economic trends, as well as an analysis and identification of target industries. Through its goals, objectives and strategies, the Comprehensive Economic Development Strategy contains a strategic economic development plan for the region. It is recommended that the Economic Development Element of the regional plan be replaced with the current Comprehensive Economic Development Strategy to the extent feasible.

EMERGENCY PREPAREDNESS

Progress has been made with regards to the preparedness of the region for coastal storms. National Oceanic and Atmospheric Administration weather radio coverage has been expanded. A majority of the coastal communities in the region have warning sirens. Both the quantity and quality of public emergency shelters is improving through the implementation of American Red Cross guidelines which establish minimum structural requirements for emergency shelters. The ability of local governments to receive emergency assistance has increased with all but one north central Florida local government becoming signatories to the Statewide Mutual Aid Agreement for Catastrophic Disaster Response and Recovery.

With regards to longer-term planning issues, an additional three north central Florida local governments have become participants in the National Flood Insurance Program since 2003. Furthermore, the two coastal counties in the region have revised the geographic extent of their coastal High Hazard Areas as designated in their local government comprehensive plans. Six counties and three municipalities in north central Florida have banded together to create a regional hazmat team. However, certain areas of the region remain beyond a 60-minute response time of the nearest available local hazmat team.

It is recommended that a new policy be added to Regional Goal 3.3 seeking the establishment of a tri-state hazardous materials mutual aid agreement in order to provide a response time of less than 60 minutes to Greenville and to provide shorter response times to the region.

NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

A review of regional indicators suggests that natural resources of regional significance are generally healthy, with a few, isolated areas of degradation. While a core monitoring network is in place, consideration should be given to expanding the network to include all waterbodies identified as natural resources of regional significance. Just as important, consideration should be given to improving the frequency of monitoring in order to assure the provision of historical data for trend analysis.

Local government comprehensive plans are generally consistent with the regional plan with regards to identifying and protecting Natural Resources of Regional Significance. This conclusion is based on a staff assessment of local government comprehensive plan, plan amendment, and Evaluation and Appraisal Report reviews made by the Council since adoption of the regional plan.

A number of new natural resource protection policies are recommended to strengthen the relationship between the regional plan and Developments of Regional Impact. While recommending additional protection policies affecting Developments of Regional Impact, the Evaluation and Appraisal Report also emphasizes the need for local government discretion in establishing minimum levels of protection.

REGIONAL TRANSPORTATION

A comparison of regional indicators with the latest available data indicates a mixed situation regarding implementation of the transportation goals of the regional plan. On the one hand, progress has been made toward regional goals addressing the University of Florida, as well as increasing public transportation and transportation disabled paratransit ridership. However, concern exists regarding the ability of the region to maintain a regional road network which operates at or above the minimum level of service standards contained in local government comprehensive plans.

The concurrency requirements of Section 163.3180, Florida Statutes, requires, with notable exceptions, that public facilities to accommodate future development either be in place or be planned to be in place prior to the issuance of building permits. However, there does not appear to be sufficient funds to bring the existing Regional Road Network backlog up to standards or to maintain the level of service standard in the future. Nor can local governments afford to pay for the modifications.

Adverse impacts to the regional road network can be minimized through sound transportation planning. Therefore, it is recommended that the regional plan contain a new goal and policy which recognizes local government comprehensive plans which include transportation best management practices as providing adequate mitigation to the regional road network for local government comprehensive plans and comprehensive plan amendments for municipalities, urban development areas, and urban service areas.

AFFORDABLE HOUSING

INTRODUCTION

An update of regional indicators suggests that housing affordability for north central Florida very low-, low-, and moderate-income households worsened between 1990 and 2000. Limited data is available for the years between 2000 and the present. Available data suggests that, 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 no longer limited to Alachua County. Rather, housing affordability has become a regionwide concern.

The Council has reviewed affordable housing analyses for several Developments of Regional Impact since 2003. 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.

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 INDICATORS

Table I-1 contains a comparison of regional indicators listed in the regional plan for Regional Goal 1.1 for the years 1990 and 2000 based on decennial census data. With one notable exception, the updated regional indicators suggests that housing affordability for households earning less than \$20,000 per year worsened slightly between 1990 and 2000.

TABLE I-1
A COMPARISON OF REGIONAL GOAL 1.1 INDICATORS, 1990 AND 2000

Regional Indicator	Year	
	1990	2000
1. Percentage of the households of the region with annual incomes of less than \$20,000 spending 30.0 percent or more of their annual income on housing.	62.3	66.2
2. Percentage of the renter households of the region with annual incomes of less than \$10,000 spending 30.0 percent or more of their annual income on gross rent.	87.6	72.6
3. Percentage of the renter households of the region with 1989 annual incomes between \$10,000 and \$19,999 spending 30.0 percent or more of their annual income on gross rent.	54.6	68.9
4. Percentage of the homeowner households of the region with annual incomes of less than \$10,000 per year spending 30.0 percent or more of their annual income on housing.	53.4	64.0
5. Percentage of the homeowner households of the region with annual incomes between \$10,000 and \$19,999 per year spending 30.0 percent or more of their annual income on gross rent.	32.9	48.4

Source: North Central Florida Regional Planning Council, August 2007.

During the 1990s, north central Florida housing costs increased and, with one notable exception, with an increasingly larger percentage of the lower-income households of the region spending 30 percent or more of their annual incomes on housing costs. The one notable exception, as indicated in Table I-1, was a decrease in the percentage percent of the renter households of the region with 1989 annual incomes of less than \$10,000 spending 30 percent or more of their annual incomes on rent. In 1990, 87.6 percent of the 1990 renter households of the region earning less than \$10,000 per year were so classified. In 2000, the percentage had declined to 72.6. However, all of the other regional indicators indicate a general increase in the percentage of the lower-income households of the region paying more than 30 percent on housing.

Tables I-2 and I-3 identify the percentage of north central Florida households spending 30 percent or more of their annual household incomes on housing cross-tabulated by household income range. Historically, Alachua County has had the highest rates in the region of lower income households paying 30 percent or more of their annual incomes on housing costs. However, in the case of renter households earning less than \$10,000 as indicated in Table I-2, Lafayette County had the highest percentage of any north central Florida county at 82.1 percent in 2000. Alachua County still retains the highest percentage of homeowners earning under \$20,000 per year and renters earning between \$10,000 and 19,999 per year. In 1999, 78.5 percent of Alachua County renter households with incomes between and \$10,000 and \$19,999 per year paid 30 percent or more of their annual incomes for rent and utilities. The Alachua County rate was roughly the same as the statewide average of 78.3 percent. When Alachua County is removed from consideration, Table I-2 reveals substantially lower percentage of lower-income north central Florida households paying 30 percent or more of their annual incomes for housing than statewide.

TABLE 1-2

**PERCENTAGE OF 2000 RENTER HOUSEHOLDS BY
PERCENTAGE OF 1999 HOUSEHOLD INCOME SPENT ON GROSS RENT**

Area	Percentage of Rental Households by Annual Income											
	Less than \$10,000		\$10,000 to \$19,999		\$20,000 to \$34,999		\$35,000 to \$49,999		\$50,000 to \$74,999		\$75,000 and Over	
	0 to 29%	30% +	0 to 29%	30% +	0 to 29%	30% +	0 to 29%	30% +	0 to 29%	30%+	0 to 29%	30%+
Alachua	5.1	75.6	18.1	78.5	61.5	35.5	86.8	8.7	95.2	0.7	95.3	0.8
Bradford	10.7	74.6	37.1	44.7	72.7	10.8	80.4	6.7	86.2	0.0	94.3	0.0
Columbia	5.8	63.6	31.2	59.2	84.5	7.1	91.1	0.0	92.1	0.0	83.7	0.0
Dixie	16.6	61.5	39.9	46.4	83.4	2.0	75.0	0.0	63.5	0.0	72.1	0.0
Gilchrist	7.6	50.7	36.4	44.9	72.8	9.9	96.3	0.0	93.3	0.0	83.3	0.0
Hamilton	9.6	54.9	28.4	34.2	66.1	6.6	69.7	0.0	72.2	0.0	97.4	0.0
Lafayette	14.1	82.1	25.4	46.6	67.9	3.8	100.0	0.0	88.5	0.0	100.0	0.0
Madison	14.0	55.4	50.2	33.9	75.5	3.7	42.9	0.0	80.7	0.0	100.0	0.0
Suwannee	12.0	63.1	30.5	42.7	70.2	10.5	90.2	0.0	80.8	0.0	94.6	0.0
Taylor	20.9	60.8	40.2	40.4	72.3	9.4	84.0	0.0	74.8	0.0	100.0	0.0
Union	32.6	49.2	43.8	43.1	83.5	4.2	78.4	0.0	91.4	0.0	87.3	0.0
Region	6.8	72.6	23.3	68.9	66.1	27.4	85.8	6.3	92.2	0.5	93.8	0.6
w/o Alachua	12.5	62.7	24.9	47.4	77.3	7.6	83.7	0.8	84.9	0.0	89.1	0.0
Florida	9.0	68.7	16.5	78.3	52.6	43.0	85.3	10.7	92.4	3.9	94.6	1.3

Note: Percentages may not add to 100 as data was unavailable for all surveyed occupied housing units. Alachua County data may be skewed due to students attending the University of Florida. Further analysis may be warranted to determine the exact impact and need for affordable housing in Alachua County.

Source: U.S. Census Bureau9 Census 2000, Summary File 3, Florida, Table H73. Washington, D.C. 2002.

TABLE I-3
PERCENTAGE OF 2000 HOMEOWNER HOUSEHOLDS BY SELECTED
MONTHLY OWNER COSTS AS A PERCENTAGE OF 1999 HOUSEHOLD INCOME

Area	Percentage of Homeowner Households by Annual Income											
	Less than \$10,000		\$10,000 to \$19,999		\$20,000 to \$34,999		\$35,000 to \$49,999		\$50,000 to \$74,999		\$75,000 and Over	
	0 to 29%	30% +	0 to 29%	30% +	0 to 29%	30% +	0 to 29%	30% +	0 to 29%	30%+	0 to 29%	30%+
Alachua	10.7	71.5	43.1	56.9	61.5	38.5	84.1	15.9	91.8	8.2	97.6	2.2
Bradford	20.9	64.4	54.7	45.3	78.0	22.0	88.6	11.4	91.9	8.1	99.4	0.0
Columbia	25.0	59.1	57.0	43.0	77.0	23.0	90.3	9.7	94.1	5.9	97.8	2.2
Dixie	24.4	60.2	53.3	46.7	83.7	26.3	91.4	8.6	100.0	0.0	100.0	0.0
Gilchrist	22.3	64.9	52.6	47.4	75.9	24.1	89.8	10.2	94.8	5.2	98.9	0.0
Hamilton	19.8	55.4	55.6	44.4	82.1	17.9	97.0	3.0	97.8	2.2	93.9	6.1
Lafayette	35.1	55.3	71.6	28.4	89.0	11.0	98.1	1.9	95.6	4.4	100.0	0.0
Madison	25.1	61.9	51.8	48.2	80.7	19.3	91.7	8.3	95.7	4.3	98.6	0.0
Suwannee	19.7	58.7	70.0	30.0	74.4	25.6	88.2	11.8	98.7	1.3	98.5	1.5
Taylor	27.0	54.7	64.4	35.6	76.8	23.2	87.4	12.6	97.8	2.2	100.0	0.0
Union	22.6	60.4	46.7	53.3	76.9	23.1	87.5	12.5	95.8	4.2	100.0	0.0
Region	18.7	64.0	51.6	48.4	69.8	30.2	86.7	13.3	93.3	6.7	97.8	1.9
w/o Alachua	23.7	59.4	58.2	41.8	78.0	22.0	90.0	10.0	95.5	4.5	98.6	1.2
Florida	11.3	70.0	41.0	59.0	56.6	43.4	75.0	25.0	88.0	12.0	95.5	3.9

Note: Percentages may not add to 100 as data was unavailable for all surveyed occupied housing units.

Source: U.S. Census Bureau, Census 2000 Summary File 3, Florida, Table H97. Washington, D.C. 2002.

It is recommended that Regional Indicators 1.1.1 through 1.1.5 be amended to reflect the updated information contained in Table I-1.

Although limited housing information is available outside the decennial census, Tables I-4 through I-7 examine changes in housing affordability for homeowners within the region between 2000 and 2005. As indicated in Table I-4, the region experienced an 80.5 percent increase in housing costs between 2000 and 2005, as measured by change in the median sales prices of single-family dwelling units. Although the rate of increase was slightly lower than the 89.9 percent increase experienced statewide, the year 2000 median sales price in the region of \$120,995 was substantially lower than the year 2005 statewide median sales price of \$226,000.

**TABLE I-4
MEDIAN SALES PRICE BY YEAR
SINGLE FAMILY RESIDENCES, 2000 - 2005**

Area	Year						Pct. Change, 2000-2005
	2000	2001	2002	2003	2004	2005	
Alachua	\$108,500	\$115,100	\$126,000	\$138,900	\$158,000	\$184,300	69.9
Bradford	65,000	67,000	75,000	85,500	98,000	122,000	87.7
Columbia	75,500	77,250	86,700	94,000	119,000	139,000	84.1
Dixie	57,500	60,000	77,000	77,000	98,000	125,000	117.4
Gilchrist	68,300	76,400	90,000	95,000	120,000	143,250	109.7
Hamilton	55,000	56,500	58,500	73,500	82,500	84,000	52.7
Lafayette	64,750	65,750	51,000	90,000	75,000	135,000	108.5
Madison	49,500	58,750	62,000	57,250	73,500	80,000	61.6
Suwannee	67,000	77,000	77,750	77,500	89,000	129,950	94.0
Taylor	67,200	70,000	68,000	70,000	88,500	100,000	48.8
Union	59,000	71,000	74,000	76,800	101,250	88,450	49.9
Region	67,023	72,250	76,905	85,041	100,250	120,995	80.5
w/o Alachua	62,875	67,965	71,995	79,655	94,475	114,665	82.4
Florida	119,000	132,000	142,500	156,200	180,000	226,000	89.9

Source: North Central Florida Regional Planning Council, August 2007. Derived from Florida Housing Data Clearinghouse, Regional and Local Profiles (<http://flhousingdata.shimberg.ufl.edu/a/profiles>).

Table I-5 tracks changes in average annual wage per north central Florida employee between 2000 and 2005. As can be seen, the regionwide percentage increase in wages 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 percent during this time period, whereas the cost of a single family dwelling unit increased by 80.5 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.

**TABLE I-5
AVERAGE ANNUAL WAGE BY COUNTY
2000 - 2005**

Area	Year						Pct. Change, 2000-2005
	2000	2001	2002	2003	2004	2005	
Alachua	\$26,155	\$26,884	\$27,686	\$28,868	\$30,932	\$33,134	26.7
Bradford	25,425	26,351	27,116	27,176	28,552	29,653	16.6
Columbia	25,738	26,716	26,779	27,335	28,911	30,181	17.3
Dixie	22,632	24,694	28,093	24,922	26,216	27,251	20.4
Gilchrist	21,834	23,347	23,401	24,513	26,262	26,670	22.1
Hamilton	29,867	31,374	30,331	31,987	34,671	35,591	19.2
Lafayette	20,759	21,196	21,326	23,606	24,500	24,445	17.8
Madison	19,942	20,838	21,396	22,312	24,051	24,157	21.1
Suwannee	20,951	21,697	22,366	23,209	25,081	25,839	23.3
Taylor	27,394	27,424	27,525	28,377	28,630	30,070	9.8
Union	27,049	25,998	26,347	27,658	29,426	30,778	13.8
Region	25,599	26,351	27,015	28,028	29,908	31,674	23.7
w/o Alachua	24,514	25,282	25,682	26,336	27,892	28,914	17.9
Florida	30,566	31,552	32,417	33,552	35,159	36,804	20.4

Source: North Central Florida Regional Planning Council, August 2007. Derived from Annual Summary Reports, Quarterly Census of Employment and Wages, Florida Agency for Workforce Innovation, (<http://www.labormarketinfo.com/library/qcew.htm>)

Table I-6 takes into account the effect of changes in mortgage rates on monthly mortgage payments.

Lower mortgage interest rates result in lower monthly mortgage payments which could allow homebuyers 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.¹ 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 homebuyers. It is possible that north central Florida homebuyers 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.

As can be seen in Table I-6, reductions in mortgage interest rates helped reduce the impact of increases in the cost of single-family dwelling units during this time period. As can be seen in the table, the region experienced a 44.7 percent increase in the cost of monthly mortgage payments, which is substantially less than the 80.5 percent increase in average sales price reported in Table I-4. However, even taking into account reductions in monthly mortgage payments as a result of lower interest rates, the 44.7 percent increase in the annual cost of housing between 2000 and 2005 was a significantly faster rate of increase than the 23.7 percent increase experienced in annual wages reported in Table I-5.

¹As determined FreddieMac, www.freddiemac.com/pmms/pmms30.htm.

**TABLE I-6
ESTIMATED MONTHLY MORTGAGE PAYMENT
FOR A SINGLE FAMILY RESIDENTIAL DWELLING UNIT, YEARS 2000 AND 2005**

Area	Year		Pct. Change, 2000-2005
	2000	2005	
Alachua	\$720	\$981	36.3
Bradford	431	649	50.6
Columbia	501	740	47.7
Dixie	382	665	74.1
Gilchrist	453	762	68.2
Hamilton	365	447	22.5
Lafayette	430	718	67.0
Madison	328	426	29.9
Suwannee	445	691	55.3
Taylor	446	532	19.3
Union	391	471	20.5
Region	445	644	44.7
w/o Alachua	417	610	46.3
Florida	790	1,203	52.3

Source: North Central Florida Regional Planning Council, August 2007.

Notes: The applicable national average mortgage interest rate is applied to the County median sales price of single family residential dwelling units identified in Table I-4 to determine monthly mortgage payments. Excludes insurance and taxes. Assumes a 10.0 percent down payment and zero points. Assumes year 2000 and 2005 nationwide annual average mortgage interest rates for year 2000 and 2005 of 8.05 and 5.87 percent, respectively, as published by www.freddiemac.com/pmms/pmms30.htm.

Table I-7 provides information on housing costs by household income range for the year 2005. The table presents household income range in terms of percent of County median income. The table provides the following four income ranges, or classes: Households with incomes of 30 percent or less of the countywide average median income, households with incomes between 30.01 and 50 percent of the countywide median income, households with incomes between 50.01 and 80 percent of the countywide median income, and households with incomes over 80 percent of the countywide median income. A total figure is also reported. For each income range, the table reports the percentage of households who are spending 30 percent or less of their annual incomes on housing as well as the percentage of households spending more than 30 percent of their 2005 annual income on housing.

While Table I-7 is not directly comparable to year 2000 housing costs by income range as reported in Tables I-2 and I-3, it nevertheless suggests that housing costs continue to be unaffordable for most lower-income households. It also notes that the region is generally comparable to the statewide average for households earning less than 50 percent of the average median income. It suggests that housing affordability is somewhat worse in Alachua County for lower income households than in the rest of the region. When Alachua County is removed from consideration, the percentage of remaining north central Florida households earning less than 30 percent of the county median income who are spending 30 percent or more of their annual incomes on housing drops from 70.6 percent to 65.5 percent. Similarly, for households earning between 30 and 50 percent of the county median income when Alachua County is removed from consideration, the percentage of households spending 30 percent or more of their annual income on housing drops from 61.6 percent to 50.8 percent.

**TABLE I-7
PERCENT OF HOUSEHOLDS BY INCOME AND HOUSING COST BURDEN, 2005**

Area	Households by Annual Household Income Range Paying Either Less than or More than 30% of Annual Household Income on Housing								Total Households	
	0-30% of AMI		30.01 - 50% of AMI		50.01 - 80% of AMI		80.01% + of AMI		0-30%	30%+
	0-30%	30.%+	0-30%	30%+	0-30%	30%+	0-30%	30%+		
Alachua	26.2	73.8	28.6	71.4	65.4	34.6	92.3	7.7	67.6	32.4
Bradford	35.7	64.3	52.9	47.1	73.4	26.6	89.7	10.3	76.8	23.2
Columbia	29.8	70.2	42.0	58.0	66.1	33.9	90.1	9.9	73.3	26.7
Dixie	33.9	66.1	61.8	38.2	64.4	35.6	93.0	7.0	73.8	26.2
Gilchrist	43.3	66.2	46.7	53.3	57.4	42.6	89.9	10.1	72.5	27.5
Hamilton	30.4	56.7	47.9	52.1	70.0	30.0	91.3	8.7	72.9	27.1
Lafayette	35.4	69.6	61.1	38.9	84.1	15.9	96.0	4.0	82.6	17.4
Madison	34.6	64.6	46.4	53.6	68.8	31.2	93.9	6.1	72.3	27.7
Suwannee	34.0	65.4	50.2	49.8	67.5	32.5	87.2	12.8	72.0	28.0
Taylor	44.6	66.0	55.0	45.0	68.0	32.0	93.0	7.0	76.1	23.9
Union	29.4	55.4	43.2	56.8	73.4	26.6	91.0	9.0	78.2	21.8
Region	29.4	70.6	38.4	61.6	66.5	33.5	91.4	8.6	70.7	29.3
w/o Alachua	34.5	65.5	49.2	50.8	67.7	32.3	90.5	9.5	74.1	25.9
Florida	29.4	70.6	33.2	66.8	57.0	43.0	88.8	11.2	71.1	28.9

Note: AMI = Adjusted Median Income as determined by the United States Department of Housing and Urban Development.

Source: North Central Florida Regional Planning Council, August 2007. Derived from Regional and Local Profiles, "Households by Income and Cost Burden, 2005", Shimberg Center for Affordable Housing, August 2007 (<http://flhousingdata.shimberg.ufl.edu/a/profiles>).

IMPACT ON LOCAL GOVERNMENT COMPREHENSIVE PLANS

Local governments in all ten rural north central Florida counties primarily rely on the private market for the provision of affordable housing units. This is accomplished chiefly by local government comprehensive plan policies which call for, and Future Land Use Map classifications which establish, higher densities of residential development within urban areas and the allowance of mobile homes within specified land use classifications.

Within Alachua County, both the City of Gainesville and Alachua County comprehensive plans contain policy direction consistent with regional plan Policy 1.1.2 which calls for the provision of incentives, such as density bonuses to private builders who construct 10.0 percent or more of their units which are affordable to either very low-, low-, or moderate-income households. The Housing Element of the Alachua County Comprehensive Plan contains policy direction calling for the creation of incentives in the land development regulations to promote the construction of dwelling units affordable to either low- or very low-income households. The City of Gainesville Housing Element contains policy direction promoting the use of zero lot lines and cluster subdivisions as incentives for the construction of low income housing. The City Housing Element also includes policy direction calling for the City to work with the County in developing land development regulations which promote the creation of a county-wide “fair share” housing ordinance for the dispersal of affordable housing units throughout their jurisdictions.

Local comprehensive plan policies encouraging the construction of affordable housing is particularly important in urban areas. North central Florida urban areas, in contrast to its rural areas, as suggested by the data contained in the Affordable Housing Element of the regional plan, are experiencing greater difficulty in providing an adequate supply of affordable housing for their residents. In rural areas, affordable housing demand is typically met by the placement of mobile homes on individual lots. Therefore, no significant changes are recommended to regional policy direction with regards to local government comprehensive plans and affordable housing.

It is recommended that Regional Policy 1.1.3, which references Council assistance to local governments in the preparation of SHIP funding applications, be deleted. Most SHIP funds are allocated to local governments based on county population. Furthermore, it is recommended that Regional Policy 1.1.6 be deleted as estimates of very low-, low- and moderate-income populations of north central Florida counties are now maintained by the Shimberg Center for Affordable Housing at the University of Florida. Finally, it is recommended that the table series contained in the Conditions and Trends statement be updated and replaced with the tables contained in this report.

DEVELOPMENTS OF REGIONAL IMPACT

The North Central Florida Regional Planning Council encourages Development of Regional Impact applicants to use the East Central Florida Regional Planning Council housing methodology in lieu of the Adequate Housing Standard Rule 9J-2.048, Florida Administrative Code, for the determination of adequate (affordable) housing demand and supply in the review of developments of regional impact. Although the use of the East Central Florida Regional Planning Council methodology is encouraged by a regional plan policy, the standard rule methodology may still be used by applicants. However, every Development of Regional Impact which has been submitted for review to the Council has used the East Central Florida Regional Planning Council methodology. Furthermore, the Development of Regional Impact affordable housing rule was amended in 2003 to specifically allow the use of the East Central Florida Regional Planning Council methodology as an alternative to the standard rule methodology.

Rule 9J-5.048, Florida Administrative Code, allows for deviation from either the approved affordable housing analysis methodologies. However, the rule requires that deviations from the East Central Florida Regional Planning Council methodology or the standard rule methodology produce equal or better mitigation than provided by the approved methodologies.² Therefore, an affordable housing impact analysis should be performed in accordance with an approved methodology to determine whether a deviation from an approved methodology produces a level of mitigation substantially less than that produced by the strict application of one of the approved methodologies.

²Rule 9J-2.048(3)(c), FAC, states that deviation from the rule may not result in an appeal by the Florida Department of Community Affairs if it results in a level of mitigation equal to or greater than the level of mitigation resulting from a strict application of one of the approved methodologies. Rule 9J-2.048(3)(c), FAC, states:

“A development order shall be determined by the Department to make adequate provision for the adequate housing issues addressed by this rule, and shall not be appealed by the Department on the basis of inadequate mitigation of adequate housing impacts, if it contains the applicable mitigation standards and criteria set forth in this rule or if it is reviewed and provides applicable mitigation consistent with the East Central Florida Housing Methodology, developed April, 1996 and revised June, 1999. If a development order does not contain applicable mitigation standards and criteria set forth in this rule, the Department shall have discretion to appeal the development order, pursuant to the provisions of Section 380.07, Florida Statutes (F.S.). However, nothing in this rule shall require the Department to undertake an appeal of the development order simply because it fails to comply with the provisions of this rule. A development order failing to comply with the provisions of this rule will be addressed on a case-by-case basis by the Department as to whether it otherwise complies with the intent and purposes of Chapter 380, Florida Statutes. The Department will take into consideration the balancing of the rule’s provisions with the protection of property rights, the encouragement of economic development, the promotion of other state planning goals by the development, the utilization of alternative, innovative solutions in the development order **to provide equal or better protection than the rule**, and the degree of harm created by non-compliance with this rule’s mitigation criteria and standards.”

Although Development of Regional Impact applicants are responsible for providing information to assist the Council in determining the affordable housing impacts of their projects, determination of affordable housing impacts is the responsibility of the Council. Rule 9J-2, Florida Administrative Code, calls for applicants to file an Application for Development Approval with the Council which identifies the affordable housing impacts of the Development of Regional Impact based on the Development of Regional Impact affordable housing rule. At the same time, the Council is required under subsection 380.06(12), Florida Statutes, to prepare a report of the affordable housing impacts of the Development of Regional Impact. While the Council includes in its report the results of the affordable housing impact analysis contained in the applicant's Application for Development Approval, the Council must be able to verify and validate that the applicant's analysis has been conducted in accordance with the affordable housing methodology rule in order to meet its responsibilities under subsection 380.06(12), Florida Statutes. If the Council cannot verify and validate the analysis, then the Council must either perform its own analysis using as much of the data and analysis provided in the Application for Development Approval as possible. Alternatively, the Council could recommend denial of the Development of Regional Impact until such time that an affordable housing impact analysis is developed in accordance with the rule.

The Council has experienced numerous difficulties in the implementation of the affordable housing rule. This is due, at least in part, to an incomplete affordable housing methodology rule as both the East Central Florida Regional Planning Council methodology and the standard rule methodology omit detailed instructions and examples to guide the user in their application. Due to the absence of specificity, interpretations must be made regarding the application of the methodologies. These interpretations can have significant impacts on the results of the analysis. Council staff has encountered errors and disagreements with Development of Regional Impact applicants over rule interpretations and the application of various concepts addressed by the approved methodologies. Furthermore, every affordable housing analysis reviewed by the Council has had, at least initially, insufficient information to allow verification and validation of at least some portion of the analysis.

Therefore, the Council encourages Development of Regional Impact applicants to enter into an affordable housing agreement to implement the East Central Florida Regional Planning Council methodology and to address specifics not covered by the East Central Florida Regional Planning Council methodology. The agreement establishes greater specificity as to how the methodology is to be applied and provides greater assurance to all parties as to how affordable housing impacts are to be determined.

The Council agreement addresses the resolution of differences between East Central Florida Regional Planning Council methodology and the standard rule methodology; the provision of sufficient information to allow the Council to verify and validate that the affordable housing analysis was conducted in accordance with the agreed-upon methodology; the determination of affordable housing demand; the identification of existing affordable housing supply; the identification of the five percent set-aside of rental units for transitional housing; the matching of demand to supply; the application of the five percent rental unit set-aside when matching affordable housing demand to

existing vacant for-rent affordable housing supply; the determination of affordable housing impact; the identification of affordable housing units reserved for previously approved proximate Developments of Regional Impact; mitigation of the identified significant affordable housing impact; and the creation of an affordable housing mitigation plan.

As previously noted, the East Central Florida Regional Planning Council methodology is not a complete, stand-alone methodology. It relies on terms and definitions included in the standard rule methodology. It does not provide a method to match affordable housing demand to the identified affordable housing supply. However, the East Central Florida Regional Planning Council methodology does not explicitly state that it is not a complete, stand-alone methodology. Therefore, when the East Central Florida Regional Planning Council methodology is used, the standard rule methodology still applies, except to the extent that the East Central Florida Regional Planning Council methodology differs with the standard rule methodology, in which case the East Central Florida Regional Planning Council methodology applies. The Council Agreement links the three documents (the agreement, the East Central Florida Regional Planning Council methodology, and the standard rule methodology) together and resolves conflicts between them.

ALTERNATIVE APPROACHES

A simpler alternative may be desirable to address Development of Regional Impact affordable housing mitigation. A simpler approach would provide greater assurance to Development of Regional Impact applicants regarding the cost of required affordable housing mitigation. Several regional planning councils are providing alternative mitigation approaches. One alternative requires payments to an affordable housing trust fund. Another approach requires a minimum percentage of project site residential units be set aside for affordable housing. Such approaches are subject to challenge by the Florida Department of Community Affairs. However, the Department has yet to challenge any local government development order which relies on one of these alternative affordable housing mitigation approaches.

It is recommended that the regional planning council develop an alternative affordable housing mitigation alternative which allows for the use of payments to an affordable housing trust fund and/or a required minimum percentage of on-site units be set aside for affordable housing. The addition of new policy direction in the regional plan would be useful in providing guidance for an affordable housing mitigation alternative. Subsection 186.507(8), Florida Statutes, states that the strategic regional policy plan shall provide, in addition to other criteria established by law, the basis for regional review of developments of regional impact. Therefore, it is recommended that the regional plan be amended to provide policy guidance supporting the use of alternative affordable housing mitigation in lieu of the East Central Florida Regional Planning Council and standard rule affordable housing methodologies.

RECOMMENDED MODIFICATIONS TO REGIONAL GOALS, POLICIES AND INDICATORS

It is recommended that the Goals and Policies of the Affordable Housing Element be amended as follows.

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.

1. ~~62.3 percent of the region's 1990 households with 1989 annual incomes of less than \$20,000 per year spent 30.0 percent or more of their 1989 annual income on housing~~ 66.2 percent of north central Florida year 2000 households with 1999 annual incomes of less than \$20,000 per year spent 30.0 percent or more of their 1999 annual incomes on housing.
2. ~~87.6 percent of the region's 1990 renter households with 1989 annual incomes of less than \$10,000 per year spent 30.0 percent or more of their 1989 annual income on gross rent.~~ 72.6 percent of north central Florida year 2000 renter households with 1999 annual incomes of less than \$10,000 per year spent 30.0 percent or more of their 1999 annual income on gross rent.
3. ~~54.6 percent of the region's 1990 renter households with 1989 annual incomes between \$10,000 and \$19,999 per year spent 30.0 percent or more of their 1989 annual income on gross rent~~ 68.9 percent of north central Florida year 2000 renter households with 1999 annual incomes between \$10,000 and \$19,999 per year spent 30.0 percent or more of their 1999 annual income on gross rent.
4. ~~53.4 percent of the region's 1990 homeowner households with 1989 annual incomes of less than \$10,000 per year spent 30.0 percent or more of their 1989 annual income on housing~~ 64.0 percent of north central Florida year 2000 homeowner households with 1999 annual incomes of less than \$10,000 per year spent 30.0 percent or more of their 1999 annual income on housing.
5. ~~32.9 percent of the region's 1990 homeowner households with 1989 annual incomes between \$10,000 and \$19,999 per year spent 30.0 percent or more of their 1989 annual income on gross rent~~ 48.4 percent of north central Florida year 2000 homeowner households with 1999 annual incomes between \$10,000 and \$19,999 per year spent 30.0 percent or more of their 1999 annual income on gross rent.

Policy 1.1.1. Encourage the development of policies within local government comprehensive plans which provide incentives or otherwise provide for the construction of affordable housing units in a manner which results in a dispersal of affordable housing units throughout the urban areas of the local government's jurisdiction.

Policy 1.1.2. Provide incentives, such as density bonuses, to private builders of residential dwelling units who construct 10.0 percent or more of their units for very low-, low-, and moderate-income households within urban areas.

~~**Policy 1.1.3.** Assist local governments in developing Local Housing Assistance Plans and in applying for SHHP funding.~~

Policy 1.1.54. Provide technical assistance to local governments for the revision of Housing Elements contained in local government comprehensive plans.

~~**Policy 1.1.6.** Develop and maintain estimates of the number of low-, very-low, and moderate income households by county for all north central Florida counties.~~

Policy 1.1.75. Provide assistance to local governments in the development of Community Development Block Grant housing applications.

~~**Policy 1.1.8.** Encourage the use of the East Central Florida Housing Methodology in lieu of the Adequate Housing Standard Rule 9J-2.048 for the determination of adequate (affordable) housing demand and supply in the review of developments of regional impact.~~

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

Regional Indicators

1. As of January 2007, six approved Developments of Regional Impact are under construction in north central Florida.

Policy 1.2.1. The Council shall incorporate the results of an affordable housing analysis conducted by a Development of Regional Impact applicant in accordance with Rule 9J-2.048, Florida Administrative Code, and in accordance with any clarifications made to the methodology as a result of a Preapplication Conference pursuant to Rule 9J-2.021, Florida Administrative Code, in the Development of Regional Impact report prepared by the Council pursuant to section 380.06(12), Florida Statutes, when the Council can verify and validate that the analysis has been conducted in accordance with the Rule and in accordance with any clarifications made to the methodology as a result of a Preapplication Conference conducted pursuant to Rule 9J-2.021, Florida Administrative Code.

Policy 1.2.2. If the Council cannot verify and validate that an affordable housing analysis has been prepared by a Development of Regional Impact applicant in accordance with Rule 9J-2.048, Florida Administrative Code, and in accordance with any clarifications made to the methodology as a result of a Preapplication Conference conducted pursuant to Rule 9J-2.021, Florida Administrative Code, the Council may:

Amend that portion of the analysis which was not conducted in accordance with the Rule 9J-2.048, Florida Administrative Code, and in accordance with clarifications made to the methodology as a result of a Preapplication Conference conducted pursuant to Rule 9J-2.021, Florida Administrative Code;

Conduct its own analysis in accordance with the Rule and preapplication conference clarifications, using the applicant's data and analysis to the maximum extent feasible; or

Recommend that the proposed Development of Regional Impact be denied until such time as an affordable housing analysis is conducted in accordance with the Rule and in accordance with any clarifications made to the methodology as a result of a Preapplication Conference conducted pursuant to Rule 9J-2.021, Florida Administrative Code.

Policy 1.2.3. As an alternative to Rule 9J-2.048, Florida Administrative Code, the Council may provide Development of Regional Impact applicants a method to mitigate affordable housing impacts using a payment to an affordable housing trust fund and/or a minimum percentage of project site residential units to be set aside for affordable housing.

Policy 1.2.4. Encourage the Florida Department of Community Affairs to update its adequate housing impact analysis methodology for Developments of Regional Impact.

ECONOMIC DEVELOPMENT

AN ASSESSMENT OF REGIONAL INDICATORS

A comparison of regional indicators with the latest available data suggests that the regional economy has continued to improve. Average incomes have increased. The number of employers and number of employed persons has increased. While unemployment rates have increased slightly since 2000, the 2005 regional unemployment rate is still relatively low, at 4.0 percent. At the same time, differences in unemployment rates between north central Florida counties have narrowed. In 1999, the unemployment rates in Dixie, Hamilton and Taylor Counties, the three north central Florida counties with the highest unemployment rates, were 5.1, 6.5, and 7.1 percent, respectively. In 2005, the unemployment rates for these for Hamilton and Taylor had declined to 5.6 and 5.8 percent, respectively, while the Dixie County unemployment rate rose to 5.6 percent.

REGIONAL GOAL 2.1. ATTRACT NEW HIGH-PAYING, VALUE-ADDED INDUSTRIES AND EXPAND EXISTING BUSINESSES IN THE REGION.

Regional Indicator

1. In 1999, the average number of monthly employment reporting units located within the region was 9,127.

Regional indicator 2.1.1 measures the number of new reporting units within the region. Reporting units are individual employment locations which are subject to the state unemployment compensation law. For example, each supermarket in a supermarket chain is considered a separate reporting unit. An increase in the number of reporting units indicates an increase in the number of businesses. In 2005, the average number of monthly public and private employment reporting units located in the region was 10,377.¹ Between 1999 and 2005, the number of reporting units in the region increased by 1,250, or 13.7 percent.

Since 2003, the Council has ceased assisting the packaging of U.S. Small Business Administration loans and the North Central Florida Areawide Development Co., Inc., has sold its loan portfolio. Although the North Central Florida Areawide Development Co., Inc., still exists, it is a dormant organization at this time.

¹ A reporting unit is an employer (business). Some large employers may be comprised of multiple reporting units. Derived from Florida Statistical Abstract, 2000 and 2006.

**REGIONAL GOAL 2.2. RAISE THE MEDIAN FAMILY INCOME OF NORTH
CENTRAL FLORIDA HOUSEHOLDS.**

Regional Indicators

1. The 1989 median household income for north central Florida residents was \$21,489.
2. The 1989 per capita income of north central Florida residents was \$11,083.

The regional plan contains two regional indicators by which to measure achievement of Regional Goal 2.2. Regional Indicator 2.2.1 measures median household income while Regional Indicator 2.2.2 measures the per capita income of the region. The data source for both indicators is the decennial census. Regional Indicator 2.2.1 notes that the 1989 north central Florida median household income was \$21,489. The 2000 Census indicates that the 1999 north central Florida median household income was \$30,771, an increase of 43.2 percent. Regional Indicator 2.2.2 states that the 1989 per capita income of north central Florida residents was \$11,083. The 2000 Census indicates that the 1999 north central Florida per capita income was \$16,187, an increase of 46.1 percent. As noted under Regional Goal 2.1, the Council has ceased assisting the packaging of U.S. Small Business Administration loans and the North Central Florida Areawide Development Co., Inc., has sold its loan portfolio.

**REGIONAL GOAL 2.3. EXPAND NORTH CENTRAL FLORIDA FOOD,
AGRICULTURE, AQUACULTURE, FORESTRY AND RELATED INDUSTRIES IN
ORDER TO BE A COMPETITIVE FORCE IN STATE, NATIONAL, AND
INTERNATIONAL MARKETPLACES.**

Regional Indicators

1. In 1990, 6,259 north central Florida residents were employed in Agriculture, Forestry, and Fishing.
2. In 1990, 4.1 percent of all north central Florida employed residents were employed in Agriculture, Forestry, and Fishing.

Due to data limitations, measuring achievement of Regional Goal 2.3 is difficult. The regional plan contains two regional indicators for the goal. Regional Indicator 2.3.1 notes that in 1990, 6,914 north central Florida residents were employed in Agriculture, Forestry, and Fishing. The data was derived from the 1990 Census. Inter-census year data is available from the State of Florida, Bureau of Labor Market Information employment and wage reports. Unfortunately, data is suppressed for this employment category for some north central Florida counties, rendering the Bureau of Labor Market Information employment and wages report data unusable as a proxy measure. The Year 2000 Census reports that in 2000, 3,186 north central Florida residents were employed in Agriculture, Forestry and Fishing. This represents an employment decrease of 49.1 percent in the industry.

Regional Indicator 2.3.2 notes that in 1990, 4.1 percent of all north central Florida employed residents were employed in Agriculture, Forestry, and Fishing. As suggested by the decline in employment within the industry, with Regional Indicator 2.3.1 the percentage of regional employment within this industry fell to 1.7 percent in 2000.

REGIONAL GOAL 2.4. EXPAND THE REGIONAL TOURISM INDUSTRY.

Regional Indicators

1. In 1993, there were 7,315 licensed hotel and motel rooms in the region.
2. In 1993, the licensed seating capacity of all north central Florida restaurants was 51,563.
3. In Fiscal Year 1993-94, total annual attendance at state parks, preserves, and other state-owned areas located in north central Florida was 530,626.

Regional indicators 2.4.1, 2.4.2 and 2.4.3 seek to measure change in the north central Florida tourism and eco-tourism industry. They measure licensed restaurant seats, hotel rooms, and attendance at state parks and preserves. Restaurants, hotel rooms, and parks are used by both local residents and tourists. Therefore, the rate of increase in these measures should be greater than the underlying regional population growth rate if the region is successful in expanding its tourism industry.

Regional Indicator 2.4.1 identifies 7,315 licensed north central Florida hotel and motel rooms in Fiscal Year 1993-94. By Fiscal Year 2004-05, there were 8,233 licensed hotel and motel rooms in the region, representing an annual average growth rate of 1.1 percent during this period. Regional Indicator 2.4.2 identifies the Fiscal Year 1993-94 licensed seating capacity of north central Florida restaurants was 51,563. In Fiscal Year 2004-05 there were 63,561 licensed restaurant seats in the region, representing an average annual increase of 2.1 percent. Regional Indicator 2.4.3 notes that Fiscal Year 1993-94 total annual attendance at state parks, preserves, and other state-owned areas located in north central Florida was 530,626. In Fiscal Year 2005-06, annual attendance increased to 738,310, representing an annual average increase of 3.6 percent between Fiscal Year 1993-94 and Fiscal Year 2005-06.

REGIONAL GOAL 2.5. REDUCE THE REGIONAL UNEMPLOYMENT RATE.

Regional Indicators

1. The 1999 regional unemployment rate was 3.1 percent.
2. The 1999 unemployment Rate in Dixie County was 5.1 percent.
3. The 1999 Taylor County unemployment rate was 7.7 percent.
4. The 1999 Hamilton County unemployment rate was 6.5 percent.
5. In 1999, the regional labor force consisted of 184,231 persons.
6. In 1999, 5,680 north central Florida residents were classified as unemployed by the Florida Department of Labor and Employment Security.

Regional unemployment rates have increased slightly since 1999. However, the variance in unemployment between north central Florida counties has decreased. Regional Indicator 2.5.1 identifies the north central Florida January 1999 unemployment rate as 3.1 percent. In 2005, the average annual regional unemployment rate was 4.0 percent. Regional Indicator 2.5.2 notes the 1999 Dixie County unemployment rate as 5.1 percent. In 2005, the Dixie County unemployment rate had dropped to 5.6 percent. Regional Indicator 2.5.3 indicates that the 1999 Taylor County unemployment rate was 7.7 percent. In 2005, the Taylor County unemployment had dropped to 5.8 percent. Similarly, Regional Indicator 2.5.4 identifies the 1999 Hamilton County unemployment rate at 6.5 percent. By 2005, the Hamilton County unemployment rate had declined to 5.6 percent.

The regional labor force grew by approximately 16.3 percent between 1999 and 2005. Regional Indicator 2.5.4 notes that in 1999, the regional labor force consisted of 184,231 persons. By 2005, the labor force had grown to 214,289. At the same time, the number of unemployed persons in the region increased by 2,837 persons. Regional Indicator 2.5.6 states that in 1999, 5,680 north central Florida residents were unemployed. By 2005, the number of unemployed north central Florida residents had increased to 8,517.

REGIONAL GOAL 2.6. ENSURE ADEQUATE PUBLIC UTILITIES AND FACILITIES TO SERVE BUSINESS AND INDUSTRIAL DEVELOPMENT THROUGHOUT THE REGION.

Regional Indicator

1. In 2000, 26 of the region's 33 incorporated municipalities had centralized water and 20 (plus one unincorporated community) had centralized sewer.

Regional Indicator 2.6.1 identifies 26 of the 33 north central Florida incorporated municipalities with centralized water and 19 with centralized sewer. As of 2007, one municipality, the Town of Fort White, installed a new centralized wastewater treatment system. The unincorporated community of Dekle/Keaton Beach has a centralized sewer system which was not identified in the regional indicator. Additionally, the unincorporated communities of Dekle/Keaton Beach, Dowling Park, Steinhatchee and Wellborn have centralized water systems not identified in the Regional Indicator. Therefore, it is recommended that Regional Indicator 2.6.1 be amended as follows:

1. ~~In 2000, 26 of the region's 33 incorporated municipalities had centralized water and 20 (plus one unincorporated community) had centralized sewer~~ In 2007, 26 of the region's 33 incorporated municipalities (plus four unincorporated communities) had centralized water and 21 (plus two unincorporated communities) had centralized sewer.

THE NORTH CENTRAL FLORIDA ECONOMIC DEVELOPMENT DISTRICT AND THE COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGIES REPORT

In support of Regional Goals 2.1 and 2.6, the Council continued activities to maintain its designation as the North Central Florida Economic Development District. Designation as an Economic Development District allows north central Florida local governments to receive financial assistance from the federal Economic Development Administration. In order to receive and maintain Economic Development District designation, the Council maintains and annually reports on its Comprehensive Economic Development Strategy. The Comprehensive Economic Development Strategy is a replacement document for the Overall Economic Development Program, which also served as the annual report of the Economic Development District.

The Comprehensive Economic Development Strategy represents a significant change from past reports. It reviews the accomplishments of the past year, describes regional economic conditions, including extensive data analysis of demographic information, business clusters and other pertinent material. The document also includes a list of priority projects eligible for funding by the U.S. Economic Development Administration.

The report then lists goals and objectives and priority projects that the region will pursue in the coming years. As part of its goals and objectives, the Comprehensive Economic Development Strategy identifies opportunities and constraints faced by the region in reaching its goals. The goals, opportunities and constraints, objectives, and tactics (policies) of the report are, as follows:

GOAL 1: Diversify the economy of the District 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.

Opportunity(ies):

Utilizing its location and natural resources and current labor force, the area possesses many opportunities for tourism development. Currently this area receives a smaller share of tourism than many similar sized land areas in the rest of the state. Thus there is significant opportunity for expansion of its tourism market share.

Constraint(s):

The region is predominantly rural with a relatively small population base. There is a lack of a skilled labor force in the area which may be needed to attract a more diverse set of industries, and may also preclude entrepreneurial development.

OBJECTIVE 1.1. Increase the number of jobs in the tourism industry by increasing the number of tourists visiting the region by 50 percent over 7 years. This is a change from the base year of 2003 of 1,641,000 visitors to the 2,461,635 visitors in 2010.

OBJECTIVE 1.2. Using 2003 as a base year, increase by 15 % by the Year 2010 the number of professional and high-technical jobs in region, from 20,363 to 22,400.

This can be achieved by supporting the efforts of programs such as the Economic Development Administration, University Center and the Florida IT Centers of Excellence, CHOICES academies in high schools, community college banner programs and similar programs.

Tactic 1.1. Encourage completion of necessary market analyses and feasibility studies to attract compatible development in an area to prevent expensive misuse of capital and resources. Provide technical assistance through the use of Regional Economic Modeling, Inc. (REMI) as a tool in economic development decision-making.

TACTIC 1.2. Identify area workforce needs by conducting a business survey of the region every other year.

OBJECTIVE 1.4. Promote business incubator programs throughout the region which will create more skilled workforce, opportunities for self employment or entrepreneurship, and higher paying jobs from these grass-roots initiatives. Facilitate the expansion of at least one incubator, and add one incubator to the region by 2010.

GOAL 2. Encourage and guide infrastructure development into those areas where needed, and where development would not place undue strain on those aspects of the District that are already overloaded.

Opportunity(ies):

The region and the state have an established growth management process which directs growth and development to urban areas that have the capacity to accommodate new development.

Constraint(s):

There are few locations in the region that have excess capacity. In addition, not all the urban areas in the region have municipal water and sewer systems.

Growth management laws and rural sprawl reduction must be considered in prioritizing infrastructure projects.

OBJECTIVE 2.1. There are 33 incorporated municipalities in the Economic Development District. Twelve (12) of the 33 do not have a municipal wastewater treatment facility. Increase by three the number of communities in the region with centralized sanitary sewer systems by the Year 2010.

TACTIC 2.1. Provide technical assistance for government units desiring the addition of economic development elements to their comprehensive plans. Constraint: Economic development elements are not required by the state. Of the 11 counties and 33 incorporated municipalities in the region, currently only three municipalities and three counties have economic development elements in their comprehensive plans.

GOAL 3. Encourage District or multi-county cooperation wherever possible to avoid unnecessary and expensive duplication and to lower cost for each party involved.

Opportunity(ies):

a. Counties are increasingly developing regional efforts to provide public services, such a system of state-of-the-art sub-regional landfills that have recently become established throughout the District.

b. The District is currently leading an effort to promote a regional tourism program which focuses on multi-county attraction zones.

c. Furthermore, regional and sub-regional alliances are being fostered by the Comprehensive Economic Development Strategy Committee process, the North Florida Economic Development Partnership program, as well as regional transportation organizations.

Constraint(s): Cooperative efforts are often difficult because of parochialism on the part of local citizens and officials; however, as more regional "successes" are achieved, this aspect is easier to overcome.

OBJECTIVE 3.1. Continue to assist in the establishment regional and sub-regional tourist attractions and regional economic development initiatives.

GOAL 4. Support educational and leadership capacity building programs for economic development and tourism industry within the region.

Opportunity: The North Florida Economic Development Partnership has named leadership capacity improvement as one of its primary objectives in its early years of formation. Constraint: Rural economic developers and tourism officials often lack the resources and time to attend educational offerings.

Opportunity: Educational conferences and similar programs of the Florida Economic Development Council provide technical assistance for area economic developers. VISIT FLORIDA and Florida Association of Convention and Visitor's Bureau and similar organizations provide educational opportunities for tourism professionals.

OBJECTIVE 4.1. Continue to support regional educational and capacity building workshops for economic development and hospitality industries through sponsoring at least one educational/entrepreneurial workshop annually.

OBJECTIVE 4.2. Graduate 25 persons from economic development leadership academy annually.

The priority projects chosen by the 2007 Comprehensive Economic Development Strategy Committee include:

1. Support the catalyst sites for the North Central Florida Rural Area of Critical Economic Concern
2. Support Original Florida Tourism Task Force
3. Create a strategy to increase labor force in healthcare and life science industries

4. Expand and support regional business incubators and research parks
5. Improve infrastructure near I-75 and I-10 interchanges

The Comprehensive Economic Development Strategy identifies a regional plan of action to improve economic development conditions in the region and to implement programs to support its priority projects.

For several years north central Florida has had two guiding documents for economic development, the Economic Development Element of the regional plan and the Comprehensive Economic Development Strategy prepared by the North Central Florida Regional Planning Council as an Economic Development District. While the documents are not inconsistent with each other, they may represent a duplication of effort. The Comprehensive Economic Development Strategy contains an analysis of demographic and economic trends, as well as an analysis and identification of target industries. Through its goals, objectives and strategies, the Comprehensive Economic Development Strategy contains a strategic economic development plan for the region. It is recommended that the Economic Development Element of the regional plan be replaced with the current Comprehensive Economic Development Strategy to the extent feasible.

EMERGENCY PREPAREDNESS

AN ASSESSMENT OF REGIONAL INDICATORS

Progress has been made with regards to the preparedness of the region for coastal storms since 2003. National Oceanic and Atmospheric Administration weather radio coverage has been expanded. A majority of the coastal communities in the region have warning sirens. Both the quantity and quality of public emergency shelters is improving through the implementation of American Red Cross guidelines which establish minimum structural requirements for emergency shelters. The ability of local governments to receive emergency assistance has increased with all but one north central Florida local government becoming signatories to the Statewide Mutual Aid Agreement for Catastrophic Disaster Response and Recovery.

With regards to longer-term planning issues, an additional three north central Florida local governments have become participants in the National Flood Insurance Program since 2003. Furthermore, the two coastal counties in the region have revised the geographic extent of their coastal High Hazard Areas as designated in their local government comprehensive plans. Six counties and three municipalities in north central Florida have banded together to create a regional hazmat team. However, certain areas of the region remain beyond a 60-minute response time of the nearest available local hazmat team.

REGIONAL GOAL 3.1. IMPROVE EMERGENCY PREPAREDNESS FOR COASTAL STORMS IN THE REGION.

1. As of January 1, 2001, one coastal weather buoy exists in the Gulf of Mexico located approximately 100 miles southwest of Horseshoe Beach.
2. As of January 1, 2000, National Oceanic and Atmospheric Administration weather radio transmissions covered approximately 70 percent of the region.
3. As of January 1, 2000, four north central Florida coastal communities (Horseshoe Beach, Dekle Beach, Keaton Beach, & Steinhatchee) had emergency warning sirens.
4. As of January 1, 1996, Dixie County had a Long Response clearance time of 9.00 hours.
5. As of January 1, 1996, Taylor County had a Long Response clearance time of 9.25 hours.
6. As of January 1, 2000, 19 of the region's 153 public shelters had been surveyed for compliance with American Red Cross 4496 guidelines.

7. As of January 1, 2000, the region's American Red Cross 4496-Compliant Risk Public Shelter Capacity was 7,100.

Regional Indicator 3.1.1 notes that as of January 1, 2001, one coastal weather buoy existed in the Gulf of Mexico located approximately 100 miles southwest of Horseshoe Beach. As of September 14, 2007, one Coastal-Marine Automated Network coastal weather station is located in Keaton Beach, no weather buoys are located in the Gulf of Mexico between 0 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. Weather buoys provide valuable information regarding temperature, wind speed, wind direction, and barometric pressure. Using this information, meteorologists can predict storm surge height and issue appropriate weather warnings. The regional plan notes a need for one additional weather buoy located at 10 and 50 miles off-shore from Steinhatchee to help meteorologists predict storm surges as coastal storms move inland.

Regional Indicator 3.1.2 notes that as of January 1, 2000, National Oceanic and Atmospheric Administration weather radio transmissions covered approximately 70.0 percent of the region. As of September 14, 2007, National Oceanic and Atmospheric Administration weather radio transmissions covered approximately 98 percent of the region. 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 parallel to Interstate Highway 10 in Madison County, all of north central Florida is covered by at least one of the weather radio stations identified in Table III-1 and Illustrations III-1 through III-8, below.

TABLE III-1
NORTH CENTRAL FLORIDA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
WEATHER RADIO COVERAGE

Location	Station	Broadcast Frequency	Counties Covered or Partially Covered
Lake City	KEB-97	162.400mHz	Alachua, Bradford, Columbia, Gilchrist, Hamilton, Lafayette, Suwannee, Union
Tallahassee	KIH-24	162.400mHz	Madison, Taylor
Palatka	WNG-522	162.425mHz	Alachua, Bradford
Salem (Taylor County)	WWF-88	162.425mHz	Dixie, Lafayette, Madison, Suwannee, Taylor
Morristown (Levy County)	KWN38	162.55mHz	Alachua, Bradford, Columbia Dixie, Gilchrist, Hamilton, Lafayette, Taylor, Union
Waycross, GA	WXK-75	162.475mHz	Columbia, Hamilton
Gainesville	WXJ-60	162.475mHz	Alachua, Bradford, Columbia, Dixie, Gilchrist, Lafayette, Suwannee, Union
Valdosta, GA	WWH-31	162.500mHz	Hamilton, Madison, Suwannee
Ocala	WWF-85	162.525mHz	Alachua

Source: www.nws.noaa.gov/nwr/usframes.html, September 2007.

The National Oceanic and Atmospheric Administration weather radio website notes that the coverage maps were calculated using a computer model and station data using ideal weather conditions. The National Oceanic and Atmospheric Administration notes that coverage may be 5 to 10 percent less than indicated by the maps. Suwannee County Emergency Management personnel have noted that, since the Live Oak National Oceanic and Atmospheric Administration weather radio station was moved to Lake City in 2004, Suwannee County does not receive reliable coverage west of U.S. Highway 129, at least during periods of inclement weather. Upgrading the existing 300-watt National Oceanic and Atmospheric Administration weather radio station in Lake City to a 1,000-watt station may provide the necessary coverage for the remaining unserved areas of Suwannee County.

Regional Indicator 3.1.3 notes that as of January 1, 2000, four north central Florida coastal communities (Horseshoe Beach, Dekle Beach, Keaton Beach, & Steinhatchee) had emergency warning sirens. The unincorporated communities of Suwannee and Jena in Dixie County do not have sirens.

Regional Indicator 3.1.4 notes that as of January 1, 1996, Dixie County had a Long Response clearance time of 9.00 hours. Similarly, Regional Indicator 3.1.5 notes that, as of January 1, 1996, Taylor County had a Long Response clearance time of 9.25 hours. As of September 2007, no updated information was available on clearance times. Currently, all regional evacuation studies around the state are being updated. By updating all evacuation studies at the same time, hurricane evacuation responses and clearance times can take into account the crossing of regional planning council boundaries. The identification of updated clearance times is anticipated to occur by the end of 2008. As part of the regional evacuation study, a telephone survey will be conducted to update the behavioral response of citizens within each county. The results of the survey will be included in the transportation evacuation computer model. The flow of evacuees across regional planning council boundaries will be included for the first time, resulting in more accurate clearance time estimates.

Regional Indicator 3.1.6 notes that, as of January 1, 2000, 19 of the 153 public shelters in the region had been surveyed for compliance with American Red Cross 4496 guidelines. Similarly, Regional Indicator 3.1.7 notes that, as of January 1, 2000, the American Red Cross 4496-Compliant Risk Public Shelter Capacity for the region was 7,100. In 1993, the State of Florida began using American Red Cross guidelines to determine the fitness of public shelters and their capacities. The American Red Cross identifies two different types of shelters, Host and Risk, and correspondingly, two different county shelter capacities. Host shelters consist of buildings used in counties which are not experiencing a flood or weather emergency to house residents from counties experiencing a flood or weather emergency. Under American Red Cross guidelines, Host shelters are subject to less stringent standards than Risk shelters. Risk shelters are buildings used within a county experiencing a weather-related emergency such as a hurricane. Risk shelters must be able to withstand winds of 150 miles per hour, be located outside a flood hazard/storm surge area, and comply with the other provisions of American Red Cross document 4496, Guidelines for Shelter Survey.

Tables III-2 through III-5 examine changes in north central Florida public shelter capacity between January 2000 and September 2007. As indicated by the tables, the region has experienced a significant increase in both Host and Risk shelter capacity. In 2000, the region had a Host shelter capacity 18,774 and a Risk shelter capacity of 7,100. As of September 2007, Host shelter capacity increased to 31,072, while Risk shelter capacity increased to 10,089. Additionally, the number of shelters surveyed for compliance with American Red Cross 4496 guidelines increased from 19 in 2000 to 35 in 2007. While all public shelters in Taylor County have been surveyed for compliance with American Red Cross guidelines, Dixie County shelters have not.

**TABLE III-2
2000 NORTH CENTRAL FLORIDA PUBLIC SHELTER CAPACITY**

County	No. of Shelters	Host Capacity	No. Shelters Surveyed for ARC 4496 Compliance	Risk Capacity ARC 4496 Compliant	Risk Capacity ARC 4496 Non-compliant	PSN* Storm Capacity
Alachua	79	4,139	0	0	8,777	0
Bradford	6	0	0	0	0	0
Columbia	24	0	0	0	0	0
Dixie	3	384	0	0	0	0
Gilchrist	6	2,258	4	1,380	428	52
Hamilton	5	0	0	0	0	0
Lafayette	6	1,394	0	0	842	0
Madison	8	3,810	8	3,810	0	0
Suwannee	6	4,199	0	0	0	0
Taylor	7	2,590	7	1,910	0	0
Union	3	0	0	0	0	0
Region	153	18,774	19	7,100	10,047	52

*Persons with Special Needs.
ARC = American Red Cross.

Source: Florida Department of Community Affairs, Division of Emergency Management, January 3, 2000.

TABLE III-3**2007 NORTH CENTRAL FLORIDA PUBLIC SHELTER CAPACITY**

County	No. of Shelters	Host Capacity	No. Shelters Surveyed for ARC 4496 Compliance	Risk Capacity ARC 4496 Compliant	Risk Capacity ARC 4496 Non-compliant	PSN* Storm Capacity
Alachua	17	0	11	3089	0	562
Bradford	8	4320	0	0	3870	0
Columbia	37	6250	0	0	3804	0
Dixie	9	584	0	0	0	0
Gilchrist	10	2167	5	1,380	428	52
Hamilton	10	1647	4	0	1222	30
Lafayette	7	1,394	0	0	842	0
Madison	11	4110	8	3,110	0	0
Suwannee	25	6480	0	0	0	0
Taylor	12	2990	5	2,510	0	0
Union	4	1130	2	0	1130	30
Region	150	31,072	35	10,089	11,296	674

*Persons with Special Needs.

ARC = American Red Cross.

Source: Florida Department of Community Affairs, Division of Emergency Management, September 14, 2007.

TABLE III-4

**CHANGE IN NORTH CENTRAL FLORIDA PUBLIC SHELTER CAPACITY
2000 - 2007**

County	No. of Shelters	Host Capacity	No. Shelters Surveyed for ARC 4496 Compliance	Risk Capacity ARC 4496 Compliant	Risk Capacity ARC 4496 Non-compliant	PSN* Storm Capacity
Alachua	(62)	(4,139)	11	3,089	(8,777)	562
Bradford	2	4,320	0	0	3,870	0
Columbia	13	6,250	0	0	3,804	0
Dixie	6	200	0	0	0	0
Gilchrist	4	(91)	1	0	0	0
Hamilton	5	1,647	4	0	1,222	30
Lafayette	1	0	0	0	0	0
Madison	3	300	0	(700)	0	0
Suwannee	19	2,281	0	0	0	0
Taylor	5	400	(2)	600	0	0
Union	1	1,130	2	0	1,130	30
Region	(3)	12,298	16	2,989	1,249	622

*Persons with Special Needs.
ARC = American Red Cross.

Source: North Central Florida Regional Planning Council, September 2007.

It is recommended that the regional indicators for Regional Goal 3.1 be updated as follows:

1. As of January 1, 2001, one coastal weather buoy exists in the Gulf of Mexico located approximately 100 miles southwest of Horseshoe Beach. As of September 14, 2007, one Coastal-Marine Automated Network coastal weather station is located in Keaton Beach, no weather buoys are located in the Gulf of Mexico between 0 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.
2. As of January 1, 2000, National Oceanic and Atmospheric Administration weather radio transmissions covered approximately 70 percent of the region. As of January 1, 2000, National Oceanic and Atmospheric Administration weather radio transmissions covered approximately 96.5 percent of the region.
As of September 14, 2007, eight National Oceanic and Atmospheric Administration weather radio stations serve north central Florida.
3. As of January 1, 2000, four north central Florida coastal communities (Horseshoe Beach, Dekle Beach, Keaton Beach, & Steinhatchee) had emergency warning sirens.
4. As of January 1, 1996, Dixie County had a Long Response clearance time of 9.00 hours.
5. As of January 1, 1996, Taylor County had a Long Response clearance time of 9.25 hours.
6. As of January 1, 2000, 19 of the region's 153 public shelters had been surveyed for compliance with American Red Cross 4496 guidelines. As of September 14, 2007, 35 of the 150 public shelters in the region are compliant with American Red Cross 4496 guidelines.
7. As of January 1, 2000, the region's American Red Cross 4496-Compliant Risk Public Shelter Capacity was 7,100. As of September 14, 2007, the American Red Cross 4496-Compliant Risk Public Shelter Capacity for the region was 10,089.

REGIONAL GOAL 3.2. PARTICIPATION BY ALL NORTH CENTRAL FLORIDA LOCAL GOVERNMENTS IN THE NATIONAL FLOOD INSURANCE PROGRAM.

1. As of January 1, 2000, 34 of the region's 35 local governments with mapped flood hazard areas within their jurisdiction participated in the National Flood Insurance Program.
2. As of January 1, 2000, National Flood Insurance Rate Maps are unavailable for eight north central Florida municipalities.

Regional Indicator 3.2.1 notes that as of January 1, 2000, 34 of the 35 north central Florida local governments with mapped flood hazard areas within their jurisdiction participated in the National Flood Insurance Program. As of September 14, 2007, 38 of the 41 north central Florida local governments with mapped flood hazard areas within their jurisdictions participated in the National Flood Insurance Program.

Regional Indicator 3.2.2 notes that as of January 1, 2000, National Flood Insurance Rate Maps are unavailable for eight north central Florida municipalities. As of September 14, 2007, National Flood Insurance Rate Maps are unavailable for one north central Florida municipality (Raiford).

It is recommended that regional indicators 3.2.1 and 3.2.2 be amended as follows:

1. ~~As of January 1, 2000, 34 of the region's 35 local governments with mapped flood hazard areas within their jurisdiction participated in the National Flood Insurance Program~~
As of September 14, 2007, 38 of the 41 local governments in the region with mapped flood hazard areas within their jurisdictions participated in the National Flood Insurance Program.
2. ~~As of January 1, 2000, National Flood Insurance Rate Maps are unavailable for eight north central Florida municipalities~~ As of September 14, 2007, National Flood Insurance Rate Maps are unavailable for one north central Florida municipality (Raiford).

It is further recommended that the following regional indicator be added to Regional Goal 3.2.2.

3. As of September 14, 2007, two north central Florida local governments do not contain mapped flood hazard areas within their jurisdictions (Jennings and Fort White).

It is also recommended the Regional Policies 3.2.2 and 3.2.3 be amended as follows:

Policy 3.2.2. Assist ~~the remaining five~~ non-participating north central Florida local governments whose jurisdictions contain floodable area to become eligible and apply for the National Flood Insurance Program.

Policy 3.2.3. Request FEMA to prepare National Flood Insurance Rate Maps for ~~the remaining eight~~ north central Florida municipalities for which such maps have not been prepared.

REGIONAL GOAL 3.3. REDUCE RESPONSE TIMES OF REGIONAL HAZARDOUS MATERIALS RESPONSE TEAMS TO 60 MINUTES FOR HAZARDOUS MATERIALS EMERGENCIES IN PERRY, CROSS CITY, AND GREENVILLE.

1. As of January 1, 2000, no regional hazardous materials response team is located within a sixty minute response time of Perry, Cross City, or Greenville.

Regional Indicator 3.3.1 notes, that as of January 1, 2000, no regional hazardous materials response team is located within a sixty minute response time of Perry, Cross City, or Greenville. New North Central Florida Regional Hazardous Materials Response Team members are located in Alachua, Lake City, Gainesville, Starke and Fanning Springs which now provides response times of 60 to 90 minutes to all eleven counties. The District 2 Regional Domestic Security Task Force (RDSTF) has hazmat response capabilities located in Tallahassee that also provide coverage to Madison and Perry. However, the response times to Perry, Cross City, 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. As of 2007, an agreement has not been adopted by all of the parties. Nevertheless, cross-state hazardous materials response is occurring without the guidance of an agreement.

It is recommended that a new policy be added to this regional goal seeking the establishment of a tri-state hazardous materials mutual aid agreement in order to provide a response time of less than 60 minutes to Greenville and to provide shorter response times to the region. Possible wording of the recommended policy is as follows.

Policy 3.3.3. Establish a tri-state hazardous materials mutual aid agreement between Valdosta, Georgia or Dothan, Alabama, to provide hazardous materials emergency response services with response times of 60 minutes or less to Madison County.

~~As of January 1, 2000, no regional hazardous materials response team is located within a 60 minute response time of Perry, Cross City, or Greenville. However, the emergency response team located at Buckeye, in Perry, has contracted with Taylor County to provide emergency response within Taylor County.~~

~~The cities of Gainesville, Lake City, and Starke, as well as the counties of Alachua, Bradford, Columbia, Gilchrist, and Union recently entered into an interlocal agreement creating the first multi-county hazardous materials response team in the State of Florida. The purpose of the team is to protect the public from chemical spills within the five-county area. The participants (cities and counties) to the agreement will provide personnel and equipment to respond to hazardous material releases.~~

It is recommended that the following Regional Indicator be added to Regional Goal 3.3.1:

2. As of October 2007, North Central Florida Regional Hazardous Materials Response Team members are located in the Cities of Alachua, Fanning Springs, Gainesville, Lake City, and Starke.

REGIONAL GOAL 3.4. IMPROVE THE ABILITY OF EMERGENCY RESPONSE TEAMS TO RESPOND TO HAZARDOUS MATERIALS EMERGENCES.

1. As of January 1, 2000, no commodity flow studies have been undertaken to determine the types and amounts of hazardous materials moving via railroads and highways in the region.

Regional Indicator 3.4.1 notes, that as of January 1, 2000, no commodity flow studies had been undertaken to determine the types and amounts of hazardous materials moving via railroads and highways in the region. In 2003, the Local Emergency Planning Committee conducted a hazardous materials commodity flow study. The study was used to identify the most common chemicals transported through the region. The information helps guide the selection of hazardous materials training classes as well as planning efforts by the LEPC. The commodity flow study looked at transportation on Interstate Highways 10 and 75, as well as U.S. Highways 19 and 301. The most common hazardous materials identified in the study included flammable liquids, toxic and corrosive noncombustible substances, water-miscible, flammable liquids and other toxic or corrosive substances.

It is recommended that the regional indicator be amended as follows:

1. ~~As of January 1, 2000, no commodity flow studies have been undertaken to determine the types and amounts of hazardous materials moving via railroads and highways in the region~~ As of September 14, 2007, a hazardous materials commodity flow study was completed to determine the types and amounts of hazardous materials moving via highways in the region.

It is further recommended that the following Regional Indicator be added to Regional Goal 3.4:

2. As of October 2007, no commodity flow studies have been undertaken to determine the types and amounts of hazardous materials moving via railroads in the region.

It is further recommended that Regional Policy 3.4.1 be amended as follows:

Policy 3.4.1. Conduct a commodity flow study to determine the types and amounts of hazardous materials moving via railroads ~~and highways~~ located in the region.

REGIONAL GOAL 3.5. ALL NORTH CENTRAL FLORIDA LOCAL GOVERNMENTS ARE SIGNATORIES TO THE STATEWIDE MUTUAL AID AGREEMENT FOR CATASTROPHIC DISASTER RESPONSE AND RECOVERY.

1. As of January 6, 2000, 41 north central Florida local governments had adopted the Statewide Mutual Aid Agreement for Catastrophic Disaster Response and Recovery.

Regional Indicator 3.5.1 notes, that as of January 6, 2000, 41 north central Florida local governments have adopted the Statewide Mutual Aid Agreement for Catastrophic Disaster Response and Recovery. As of October 2007, 43 north central Florida local governments have adopted the agreement. Therefore, it is recommended that the regional indicator be amended as follows:

1. ~~As of January 6, 2000, 41 north central Florida local governments had adopted the Statewide Mutual Aid Agreement for Catastrophic Disaster Response and Recovery.~~
As of October 2007, 43 north central Florida local governments have adopted the Statewide Mutual Aid Agreement for Catastrophic Disaster Response and Recovery.

NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

INTRODUCTION

A review of regional indicators suggests that natural resources of regional significance are generally healthy, with a few, isolated areas of degradation. While a core monitoring network is in place, consideration should be given to expanding the network to include all waterbodies identified as natural resources of regional significance. Just as important, consideration should be given to improving the frequency of monitoring in order to assure the provision of historical data for trend analysis.

Local government comprehensive plans are generally consistent with the regional plan with regards to identifying and protecting Natural Resources of Regional Significance. This conclusion is based on a staff assessment of local government comprehensive plan, plan amendment, and Evaluation and Appraisal Report reviews made by the Council since adoption of the regional plan.

A number of new natural resource protection policies are recommended to strengthen the relationship between the regional plan and Developments of Regional Impact. While recommending additional protection policies affecting Developments of Regional Impact, the Evaluation and Appraisal Report also emphasizes the need for local government discretion in establishing minimum levels of protection.

AN ASSESSMENT OF REGIONAL INDICATORS

REGIONAL GOAL 4.1. 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 Indicators

1. As of January, 2000, the Big Bend Salt Marsh (Dixie and Taylor County) coastline comprised 48,190 acres.
2. In December, 1991, that portion of the Big Bend Seagrass Beds extending four miles seaward of the Dixie and Taylor County coastline, was comprised of 37,775.6 acres of continuous seagrass, 95,342.9 acres of open water, 150.1 acres of mollusk/oyster reefs/beds, 28,447.0 acres which were not mapped, 28,446.1 acres of very sparse patchy seagrass, 2,348.2 acres of sparse patchy seagrass, 10,424.1 acres of moderate patchy seagrass, and 20,906.3 acres of dense patchy seagrass.¹
3. In 1996, the Florida Middle Grounds comprised 132,000 acres.

¹Florida Marine Research Institute, January, 2000.

4. As of January, 2002, a Florida Department of Health No-Fish-Consumption Advisory is in effect for the Fenholloway River due to elevated dioxin levels in the river's fish.
5. As of January, 2002, there was one National Pollutant Discharge Elimination System discharge permit within the Econfina-Fenholloway River watershed.

In 2006, there were 16 National Pollutant Discharge Elimination System stormwater facility permits and 8 National Pollutant Discharge Elimination System wastewater permits in Taylor County.

In 2006, there were 4 National Pollutant Discharge Elimination System stormwater facility permits and 2 National Pollutant Discharge Elimination System wastewater permits in Dixie County.

6. As of January, 2002, the communities of Fanning Springs and Old Town were not serviced by a centralized wastewater treatment system.
7. As of January, 2002, no offshore oil or natural gas wells are located within 100 miles of the Dixie and Taylor counties coastline.
8. As of January, 2002, no offshore oil or natural gas wells are located within the Florida Middle Ground.

In order to implement the regional goal, accurate information, compiled on a regular basis, on the health and areal extent of coastal natural resources of regional significance is necessary for trend analysis. However, updated information is either unavailable for these regional indicators or is incompatible with older information due to differing methodologies used in its creation.

No new information is available on the extent of the Florida Middle Ground. The Suwannee River Water Management District, in conjunction with the Florida Fish and Wildlife Research Institute, has prepared a new map of the Big Bend Seagrass Beds based on year 2001 aerial photography. The new data indicates that in 2001, that portion of the Big Bend Seagrass Beds extending 6 nautical miles seaward of the Dixie and Taylor County coastline was comprised of 102,530.5 acres of bays and estuaries, 63,992.3 acres of open water, 7,638.6 acres of tidal flats, 11,515.0 acres of patchy seagrass, 192,556.6 acres of continuous seagrass, and 108,423.7 acres which were unclassified.² However, the new map does not cover the same geographic area as their previous study, which served as the information source for Regional Indicator 4.1.2, nor does the mapped area cover all of the State jurisdictional waters off the Dixie and Taylor County coastline.

²North Central Florida Regional Planning Council, March 2007. Derived from Seagrass Habitat and Monitoring in Florida's Big Bend, Florida Fish and Wildlife Research Institute and Suwannee River Water Management District, 2006.

Therefore, it is recommended that Regional indicator 4.1.2 be replaced with the following:

2. In 2001, that portion of the Big Bend Seagrass Beds extending 6 nautical miles seaward of the Dixie and Taylor County coastline was comprised of 102,530.5 acres of bays and estuaries, 63,992.3 acres of open water, 7,638.6 acres of tidal flats, 11,515.0 acres of patchy seagrass, 192,556.6 acres of continuous seagrass, and 108,423.7 acres which were unclassified.³

It is further recommended that Regional Policy 4.1.10 be amended to emphasize the aerial extent of seagrass bed area to be monitored, as follows:

Policy 4.1.10. Monitor the Big Bend Salt Marsh, the Big Bend Seagrass Beds for a distance of six nautical miles seaward of the coastline and the Florida Middle Ground on a regular basis using a consistent methodology which provides meaningful trend analysis of their health and areal extent.

On December 31, 1997 the Florida Department of Environmental Protection reclassified the Fenholloway River to a Class III waterbody.⁴ As a result of the reclassification, the river must now meet the minimum Florida Department of Environmental Protection Class III water quality standards. Although not a Natural Resource of Regional Significance, the river flows into the Big Bed Seagrass Beds, which is a Natural Resource of Regional Significance as identified and mapped in the regional plan. A pulp mill has discharged its effluent into the Fenholloway River for many years and is the primary source of river pollution, consisting primarily of ammonia, chlorine, and dioxins, cancer-causing agents which can persist in the environment for generations. A No-Fish-Consumption Advisory has been in effect since September 1990, for the Fenholloway River due to elevated dioxin levels of fish found in the river.⁵

The pulp mill is currently permitted to discharge up to 50 million gallons per day of effluent into the Fenholloway River. The pulp mill has since substituted chlorine dioxide as a bleaching agent. As a result, dioxide concentrations within fish tissue collected at key points along the river have been reduced. The Florida Department of Health has removed its Bowfin fish consumption advisory due to dioxin, but has retained its Bowfin fish consumption advisory for mercury. The U.S. Environmental Protection Agency Total Maximum Daily Load report for the Fenholloway River notes that, while dioxin levels are reduced, the river is still in violation of U.S. Environmental

³North Central Florida Regional Planning Council, March 2007. Derived from Seagrass Habitat and Monitoring in Florida's Big Bend, Florida Fish and Wildlife Research Institute and Suwannee River Water Management District, 2006.

⁴All surfacewaters within the region are designated as Class III waters except most tidal creeks and coastal waters, which are designated as Class II. Class III provides for recreation and propagation and management of fish and wildlife; Class II, for shellfish propagation or harvesting.

⁵Florida Department of Health, Bureau of Environmental Toxicology, February, 2000.

Protection Agency water quality standards for dioxin, as well as dissolved oxygen, biochemical oxygen demand, un-ionized ammonia, and fecal coliform.⁶

Both the Florida Department of Health fish consumption advisory as well as the Total Maximum Daily Loads are important indicators of the health of the Fenholloway River and its estuary. Therefore, it recommended that regional indicator 4.1.4 be amended, and an additional regional indicator be added, as follows:

4. As of January 2002 ~~2007~~, a Florida Department of Health No-Fish-Consumption Advisory is in effect for the Fenholloway River due to elevated ~~dioxin~~ mercury levels ~~in the river's of fish in the river~~.
- 4a. As of April 2007, the Fenholloway River is in violation of U.S. Environmental Protection Agency water quality standards for dissolved oxygen, biochemical oxygen demand, un-ionized ammonia, fecal coliform, and dioxin.

In order to meet Class III water quality standards, the pulp mill has proposed eliminating the discharge of effluent to the Fenholloway River by discharging to the Fenholloway River approximately 1.7 miles upstream of its estuary and restoring the headwater wetlands of the river. In May of 1995, the U.S. Environmental Protection Agency and Florida Department of Environmental Protection granted authorization allowing Florida Department of Environmental Protection to issue a National Pollutant Discharge Elimination System permit for the project while continuing requirements for U.S. Environmental Protection Agency oversight. The issuance of an National Pollutant Discharge Elimination System permit for the pipeline is currently the subject of court action. While not a direct measure of water quality, the number of National Pollutant Discharge Elimination System permits is an indicator of the number of point-pollution sources which have the potential to adversely affect the health of coastal waters. Information is not readily available on the number of National Pollutant Discharge Elimination System discharge permits by watershed. However, information is available on the number of National Pollutant Discharge Elimination System permits by county. It is therefore recommended that regional indicator 4.1.5 be amended to reflect the number of National Pollutant Discharge Elimination System permits within Dixie and Taylor Counties, as follows:

5. ~~As of January, 2002, there was one NPDES discharge permit within the Econfina-Fenholloway River watershed. In 2006, there were 16 National Pollutant Discharge Elimination System stormwater facility permits and 8 National Pollutant Discharge Elimination System wastewater permits in Taylor County. In 2006, there were 4 National Pollutant Discharge Elimination System stormwater facility permits and 2 National Pollutant Discharge Elimination System wastewater permits in Dixie County.~~

⁶Final Total Maximum Daily Load (TDML) in Fenholloway River, Bevins (Boggy) Creek, Econfina River Basin, U.S. Environmental Protection Agency, April 2007.

The City of Fanning Springs and the unincorporated community of Old Town are located adjacent to, and separated by, the Suwannee River. Both communities are located approximately 30 miles upstream of the estuary. Unlike the community of Suwannee, neither Fanning Springs nor Old Town have centralized wastewater service. Given their distance from the estuary, it is unclear what impacts the wastewaters generated by these communities have on the estuary and the Gulf. Nevertheless, a 1998 study commissioned by the Suwannee River Water Management District which surveyed the needs of north central Florida communities for water, wastewater, and stormwater services identified a need for centralized wastewater service in these two communities.⁷ The two communities have yet to develop a centralized wastewater system. As an indicator of the health of riverine waters affecting the estuary and the Gulf, it is recommended that Regional Indicator 4.1.6 be amended as follows:

6. As of ~~2002~~ January 2007, Fanning Springs and the unincorporated community of Old Town were not serviced by a centralized wastewater treatment system.

Since the last update to the regional plan, the Council reviewed and commented on the U.S. Department of Interior's new Outer Continental Shelf 5-Year Oil and Gas Leasing Program for the period from July 2007 through June 2012. The proposed leasing program does not identify any areas for lease within 100 miles of the coastline of Dixie and Taylor Counties or within the Florida Middle Ground. As of January 2007, no off-shore oil or gas wells were located within 100 miles of the Dixie-Taylor County coast or the Florida Middle Ground. Therefore, it is recommended that Regional Indicators 4.1.7 and 4.1.8 be amended as follows:

7. As of January, ~~2000~~ 2007, no offshore oil or natural gas wells are located within 100 miles of the Dixie and Taylor counties coastline.
8. As of January, ~~2000~~ 2007, no offshore oil or natural gas wells are located within the Florida Middle Ground.

⁷Suwannee River Water Management District Quality Communities Needs Report, Suwannee River Water Management District, Live Oak, Florida. June, 1998.

**REGIONAL GOAL 4.2. 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 INDICATORS

1. As of January 2002, the quantity of potable water contained in the Floridan Aquifer underlying the north central Florida region, its average daily recharge and discharge, were unknown.
2. In 1995, an estimated 205.7 million gallons per day of water were withdrawn from north central Florida groundwater sources.
3. As of January, 2002, north central Florida contained 19 first-magnitude springs, 101 second-magnitude springs, and 70 third-magnitude springs.
4. As of January 1, 2000, the known Nitrate Nitrogen readings for north central Florida first magnitude springs, and their date of measure, were as follows (see Table 4.4)

While the amount of water flowing through the Floridan Aquifer is still unknown, north central Florida is anticipated to increase its water withdrawals by 68.8 percent from 2005 to 2030.⁸ Despite the projected increase, the Suwannee River Water Management District notes that significant regional hydrogeological impacts as a result of water withdrawals are not expected due largely to the relatively low absolute increase in overall water use. Both the Suwannee River and St. Johns Water Management Districts anticipate the Floridan Aquifer, at least in north central Florida, to have adequate water supplies for existing and future water needs within the region.

Table IV-1 reports north central Florida water withdrawals by source for the year 2000. The table represents the latest data reported in the Florida Statistical Abstract. As can be seen in the table, 338.2 million gallons per day of water were withdrawn in the region during 2000. Approximately 68.7 percent of total north central Florida withdrawals were from groundwater sources, principally the Floridan Aquifer. The reliance of the region on groundwater sources is significantly higher than statewide. In 2000, approximately 25.2 percent of total water withdrawn statewide was from groundwater sources.

It is recommended that regional indicator 4.2.2 be amended as follows:

2. In ~~1995~~ 2000, an estimated ~~205.7~~ 232.2 million gallons per day of water were withdrawn from north central Florida groundwater sources.

⁸Water Supply Assessment - 2004, Suwannee River Water Management District, and District Water Supply Plan 2005, St. Johns River Water Management District. See also Table IV-5 of this report.

**TABLE IV-1
WATER WITHDRAWALS BY SOURCE, 2000
(MILLION GALLONS PER DAY)**

Area	Total Withdrawal	Withdrawal Source	
		Ground Water	Surface Water
Alachua	60.2	59.6	0.6
Bradford	5.9	5.8	0.1
Columbia	14.1	13.9	0.2
Dixie	3.5	3.5	0.0
Gilchrist	16.2	15.9	0.3
Hamilton	41.7	41.6	0.1
Lafayette	6.9	6.8	0.2
Madison	9.2	9.1	0.2
Suwannee	127.8	26.4	101.4
Taylor	49.8	46.8	3.0
Union	2.9	2.9	0.0
Region	338.2	232.2	106.1
Florida	20,146.4	5,082.5	15,065.1

Source: Florida Statistical Abstract, 2006, Table 8.41.

Table IV-2 below, reports change in north central Florida estimated water withdrawal between 1995 and 2000. The table reports a 2.4 percent decline in total estimated north central Florida water withdrawal during this period. Estimated statewide total withdrawals increased by 10.8 percent during the same period.

TABLE IV-2

**CHANGE IN WATER WITHDRAWAL BY SOURCE, 1995 - 2000
(MILLION GALLONS PER DAY, AND PERCENT)**

Area	Million Gallons per Day			Percent		
	Total Withdrawal	Withdrawal Source		Total Withdrawal	Withdrawal Source	
		Ground Water	Surface Water		Ground Water	Surface Water
Alachua	11.8	12.0	(0.2)	24.5	25.3	(24.0)
Bradford	(1.7)	(1.7)	0.0	(22.1)	(22.4)	20.0
Columbia	(2.7)	(2.3)	(0.4)	(15.8)	(14.1)	(64.4)
Dixie	0.1	0.1	0.0	3.5	2.6	0.0
Gilchrist	6.8	6.6	0.2	72.5	71.2	220.0
Hamilton	(4.5)	(4.6)	0.1	(9.7)	(9.9)	0.0
Lafayette	(0.5)	(0.3)	(0.2)	(6.8)	(4.6)	(52.9)
Madison	(0.1)	0.3	(0.4)	(1.1)	3.2	(69.1)
Suwannee	(14.7)	(2.7)	(12.0)	(10.3)	(9.2)	(10.6)
Taylor	(3.3)	(4.3)	1.0	(6.2)	(8.4)	52.5
Union	0.2	0.3	(0.1)	8.5	13.2	(84.6)
Region	(8.3)	3.5	(11.8)	(2.4)	1.5	(10.0)
Florida	1,965.8	742.3	1,224.7	10.8	17.1	8.8

Source: Florida Statistical Abstract 2002 and 2006, Table 8.41.

Table IV-3 presents the latest data reported in the Florida Statistical Abstract regarding groundwater withdrawals by type. The Bureau of Economic and Business Research, which publishes the Florida Statistical Abstract, has changed the format for this information, preventing trend analysis.

TABLE IV-3

**WATER USE: WATER WITHDRAWALS BY CATEGORY, 2000
(MILLIONS OF GALLONS PER DAY)**

Area	All Water		Public (fresh)	Domestic (fresh)	Industrial (fresh)	Water Used for Irrigation		Thermo- electric (fresh & saline)
	Total (fresh & saline)	Pct. of Total (fresh)				Agriculture (fresh)	Recreation (fresh)	
Alachua	60.2	1.0	28.3	4.1	2.5	18.2	4.5	2.6
Bradford	5.9	1.0	1.4	1.9	1.3	1.0	0.3	0.0
Columbia	14.1	1.0	3.7	3.7	0.3	5.9	0.5	0.0
Dixie	3.5	1.0	0.7	1.0	0.3	1.6	0.0	0.0
Gilchrist	16.2	1.0	0.3	1.3	0.3	14.3	0.0	0.0
Hamilton	41.7	1.0	1.0	0.7	34.4	5.6	0.0	0.0
Lafayette	6.9	1.0	0.2	0.6	0.2	5.9	0.0	0.0
Madison	9.2	1.0	1.7	1.2	0.2	5.9	0.3	0.0
Suwannee	127.8	1.0	1.4	2.7	1.5	21.0	0.1	101.1
Taylor	49.8	1.0	1.7	1.0	45.1	1.9	0.1	0.0
Union	2.9	1.0	0.4	1.1	0.4	1.1	0.0	0.0
Region	338.2	1.0	40.5	19.4	86.4	82.5	5.7	103.7
Florida	20,146.4	0.5	2,436.8	198.7	563.3	3,923.0	411.7	12,614.1

Source: Florida Statistical Abstract 2006, Table 8.43

Table IV-4 reports water withdrawal information from Table IV-3 in percentage terms. As can be

seen, 80.6 percent of north central Florida water withdrawals are used for industrial, agriculture, and thermoelectric uses. Only 17.7 percent of north central Florida water withdrawals are used for public and domestic uses.

TABLE IV-4
WATER WITHDRAWALS BY CATEGORY, 2000
PERCENT OF TOTAL

Area	Total	Public (fresh)	Domestic (fresh)	Industrial (fresh)	Water Used for Irrigation		Thermo- electric (fresh & saline)
					Agriculture (fresh)	Recreation (fresh)	
Alachua	100.0	47.0	6.8	4.2	30.2	7.4	4.4
Bradford	100.0	23.6	32.3	21.4	17.4	5.3	0.0
Columbia	100.0	26.0	26.5	2.4	41.8	3.2	0.0
Dixie	100.0	19.0	27.8	7.4	45.9	0.0	0.0
Gilchrist	100.0	1.7	8.2	1.6	88.5	0.0	0.0
Hamilton	100.0	2.3	1.8	82.4	13.5	0.0	0.0
Lafayette	100.0	2.9	8.8	2.9	85.4	0.0	0.0
Madison	100.0	17.9	13.3	1.6	64.4	2.8	0.0
Suwannee	100.0	1.1	2.1	1.2	16.4	0.1	79.1
Taylor	100.0	3.5	1.9	90.6	3.9	0.2	0.0
Union	100.0	12.3	37.5	13.7	36.5	0.0	0.0
Region	100.0	12.0	5.7	25.5	24.4	1.7	30.7
Florida	100.0	12.1	1.0	2.8	19.5	2.0	62.6

Source: Florida Statistical Abstract 2006, Table 8.43.

Tables IV-5 and IV-6 present actual, estimated, and projected north central Florida water withdrawals for the period between 1995 and 2030. The data is comprised from information developed by the St. Johns and Suwannee River Water Management Districts. As previously noted, north central Florida is anticipated to increase its water withdrawals by 68.8 percent from 2005 to 2030.⁹ The rate of increase in water withdrawal is twice the projected population increase for the region during the same time period. Between 2005 and 2030, north central Florida regional population is projected to increase by 34.5 percent.¹⁰

TABLE IV-5

**NORTH CENTRAL FLORIDA WATER WITHDRAWALS
ACTUAL, ESTIMATED, AND PROJECTED, 1995 - 2030
(MILLIONS OF GALLONS PER DAY)**

Area	1995	2000	2005	2010	2020	2030
Alachua	49.13	55.87	63.93	70.33	84.92	92.2
Bradford	6.29	5.12	5.53	6.05	7.18	14.9
Columbia	9	10.5	11.6	13.1	16.6	19.9
Dixie	5.1	7.3	11.4	13.7	18.4	23
Gilchrist	14.4	12.2	10.3	10.7	11.5	12.5
Hamilton	46	41.7	47.4	51.9	62.5	72.7
Lafayette	7.4	8.1	9.9	11.5	15.7	18.6
Madison	7.6	8.3	9.1	10.5	13.9	16.4
Suwannee	135.8	127.9	150.9	174.7	228.2	282.1
Taylor	54.1	48.8	56.6	61.8	73	85.2
Union	2.6	2.8	3.2	4.2	7.8	10.2
Region	337.42	328.59	379.86	428.48	539.7	641.3

Sources: Water Supply Assessment - 2004, Suwannee River Water Management District, and District Water Supply Plan 2005, St. Johns River Water Management District.

⁹Water Supply Assessment - 2004, Suwannee River Water Management District, and District Water Supply Plan 2005, St. Johns River Water Management District. See also Table IV-5 of this report.

¹⁰2006 Florida Statistical Abstract, Bureau of Economic and Business Research, University of Florida, Gainesville, Florida, 2007, Table 1.40.

**TABLE IV-6
NORTH CENTRAL FLORIDA WATER WITHDRAWAL PERCENTAGE CHANGE
ACTUAL, ESTIMATED, AND PROJECTED, 1995 - 2030**

Area	1995-2000	2000-2005	2005-2010	2010-2020	2020-2030	2005-2030
Alachua	13.7	14.4	10.0	20.7	8.6	44.22
Bradford	(18.6)	8.0	9.4	18.7	18.1	53.35
Columbia	16.7	10.5	12.9	26.7	19.9	71.55
Dixie	43.1	56.2	20.2	34.3	25.0	101.75
Gilchrist	(15.3)	(15.6)	3.9	7.5	8.7	21.36
Hamilton	(9.3)	13.7	9.5	20.4	16.3	53.38
Lafayette	9.5	22.2	16.2	36.5	18.5	87.88
Madison	9.2	9.6	15.4	32.4	18.0	80.22
Suwannee	(5.8)	18.0	15.8	30.6	23.6	86.94
Taylor	(9.8)	16.0	9.2	18.1	16.7	50.53
Union	7.7	14.3	31.3	85.7	30.8	218.75
Region	(2.6)	15.6	12.8	26.0	18.8	68.82

Sources: Water Supply Assessment - 2004, Suwannee River Water Management District, and District Water Supply Plan 2005, St. Johns River Water Management District.

No changes have occurred to Regional indicator 4.2.3 since 2003. Therefore, no changes are proposed to this regional indicator.

Springs also provide a useful measure of groundwater quality. The regional plan currently includes as a measure of groundwater quality the nitrate nitrogen value of all first magnitude springs.¹¹ Nitrate nitrogen is a human-induced pollutant. High concentrations of nitrates may create an imbalance in a natural surfacewater system, causing algal blooms or other adverse effects. Nitrate nitrogen concentrations in excess of the state drinking water standard of 10 mg per liter of water can result in Methemoglobinemia (blue baby syndrome) in infants.

Table IV-7 indicates change in nitrate nitrogen over time for north central Florida first magnitude springs. It compares nitrate nitrogen data from Table 4.5 of the regional plan compared to the most recent samples. As can be seen, six springs have experienced an increase in nitrate nitrogen, while 17 springs have experienced a decrease in nitrate nitrogen. Perhaps most noteworthy is the frequency of the sampling. Of the 26 springs identified in Table IV-7, two have not been sampled since 2005, 7 have not been sampled since 2002 and an additional 7 have not been sampled since 2001.

¹¹First magnitude springs are those springs which discharge in excess of 100 cubic feet of water per second.

TABLE IV-7

**NORTH CENTRAL FLORIDA FIRST MAGNITUDE SPRINGS WATER QUALITY
CHANGE OVER TIME**

Spring Name	County	Nitrate Nitrogen (Milligrams per Liter)	Date of Measure	Nitrate Nitrogen (Milligrams per Liter)	Date of Measure	Percent Change
ALA 112971	Alachua	0.80	5/26/98	.53	6/8/06	(33.75)
Alapaha Rise	Hamilton	0.24	9/25/97	.26	11/21/06	8.33
Blue	Lafayette	1.87	7/16/97	2.35	7/18/06	25.67
Blue Hole	Columbia	0.04	6/17/98	.74	7/31/05	1,750.00
Blue Spring	Madison	1.72	6/15/98	1.53	6/1/06	(11.05)
COL61981	Columbia	0.45	6/1/98	.25	6/8/06	(44.44)
Columbia	Columbia	0.76	5/26/98	.39	6/8/06	(48.68)
Devil's Ear	Gilchrist	1.47	11/4/97	2.0	7/14/05	36.05
Falmouth Spring	Suwannee	0.78	6/17/98	1.14	6/28/06	46.15
GIL1012973	Gilchrist	1.38	10/12/97	0.69	8/22/01	(50.00)
Holton Spring	Hamilton	0.40	9/25/97		no new data	n/a
Hornsby Spring	Alachua	1.07	4/27/98	0.72	4/27/06	(32.71)
Ichetucknee Group	Columbia					
ICH001C1	Ichetucknee Springs Group	0.67	10/16/91	0.83	9/16/02	23.88
ICH001C2	Ichetucknee Springs Group	.85	6/10/92	0.70	6/25/02	(17.65)
ICH001C3	Ichetucknee Springs Group	.59	6/10/92	0.49	6/25/02	(16.95)
ICH001C4	Ichetucknee Springs Group	0.57	6/10/92	0.45	6/25/02	(21.05)

TABLE IV-7

**NORTH CENTRAL FLORIDA FIRST MAGNITUDE SPRINGS WATER QUALITY
CHANGE OVER TIME**

Spring Name	County	Nitrate Nitrogen (Milligrams per Liter)	Date of Measure	Nitrate Nitrogen (Milligrams per Liter)	Date of Measure	Percent Change
ICH001C5	Ichetucknee Springs Group	0.46	6/10/92	0.32	6/25/02	(30.43)
ICH001C6	Ichetucknee Springs Group	1.45	6/17/98	0.88	6/25/02	(39.31)
ICH001C7	Ichetucknee Springs Group	0.50	6/16/98	0.40	6/25/02	(20.00)
ICH001C8	Ichetucknee Springs Group	0.71	6/16/98	0.57	6/25/07	(19.72)
July	Columbia	1.55	11/4/97	1.43	6/7/00	(7.74)
Lime Run Sink	Suwannee	0.70	5/14/98	0.48	7/19/00	(31.43)
Nutall Rise	Taylor	0.08	7/6/99		no new information available	n/a
Santa Fe Rise	Columbia	0.78	5/26/98	0.25	5/22/00	(67.95)
Steinhatchee Rise	Taylor	0.03	7/6/99		no new information available	n/a
Troy Spring	Lafayette	2.68	7/7/99	2.36	7/16/06	(11.94)

n/a = not available.

Sources: Springs of the Suwannee River Basin in Florida and Springs of the Aucilla, Coastal, and Waccasassa Basins in Florida, Suwannee River Water Management District, Live Oak, Florida. February, 2000; Suwannee River Water Management District unpublished data, May 2007; and Florida Department of Environmental Protection, May 2007.

It is recommended that Natural Resources of Regional Significance Table 4.5 be updated to reflect the updated information contained in Table IV-7. It is further recommended that Regional Indicator 4.2.3 be updated to reflect a total of 26 first magnitude springs and that Table 4.1 of the Natural Resources of Regional Significance Element be amended to include the unnamed Ichetucknee Springs identified in Table IV-7.

In December of 2003, the Council issued a document entitled, A Review of the Florida Council of 100 Report Entitled, "Improving Florida's Water Supply Management Infrastructure". The Council document was a rebuttal to a series of recommendations calling for the development of a statewide water authority with the power to transfer surface and groundwater across regional planning council and water management district boundaries. The Council rebuttal noted that the referenced report provided insufficient information to substantiate its conclusions and recommendations. The Council report noted,

The Planning Council views water conservation, re-use, and construction of desalination plants under the current water supply planning process as better alternatives than statewide transfer of water. The Planning Council also views additional funding to accelerate the process of establishing minimum flows and levels combined with clearer legislative direction to the Florida Department of Environmental Protection with regard to its responsibility in ensuring an adequate water supply statewide as better alternatives than the establishment of a statewide water commission. Furthermore, the Planning Council continues to find the existing state policy of "local sources first" combined with the protection of minimum flows and levels for natural resource protection and future growth and economic development as the most appropriate approach to statewide water supply planning and consumption.

Aside from bottled water plants operating at several of the springs in the region, no interbasin transfer of surface or groundwater is occurring within north central Florida. It is recommended that an additional regional indicator be included with Regional Goal 4.2 which notes the number of gallons of freshwater per year which is transferred out of the region. It is further recommended that the regional indicators for Regional Goal 4.2 be updated to reflect the new data presented in Tables IV-1 through IV-7. Finally, it is recommended that a new Regional Policy 4.2.10 be added, as follows:

Policy 4.2.10. Encourage the inclusion of water conservation and reuse strategies and techniques in local government comprehensive plans and Developments of Regional Impact.

REGIONAL GOAL 4.3. 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 INDICATORS

1. As of January, 2000, the St. Johns River and Suwannee River Water Management Districts had identified and mapped 1,141,028 acres of areas of high recharge potential to the Floridan Aquifer within north central Florida.
2. In fiscal year 1996-97, there were 170,890 visitors to Ichetucknee Springs State Park.¹²
4. As of January, 2000, the Suwannee River Water Management District had identified and mapped 158,585 acres of stream-to-sink watersheds located within both its jurisdictional boundaries and within north central Florida.
5. In 2001, eight sinks were delineated as natural resources of regional significance in the North Central Florida Strategic Regional Policy Plan.

The regional plan incorporates maps of high aquifer recharge areas and stream-to-sink watersheds prepared by the water management districts. The District maps are subject to change as they receive updated information or are otherwise better able to define these areas. As indicated by the regional measures, the districts have identified additional stream-to-sink watershed acreage and additional areas of high aquifer recharge potential to the Floridan Aquifer. Therefore, it is recommended that the regional plan maps of high aquifer recharge areas and stream-to-sink recharge areas be updated to reflect the latest areas identified by the water management districts, and that Regional Indicator 4.3.1 above be amended to reflect the new acreage total.

The number of annual visitors to Ichetucknee Springs State Park is an indirect measure of the health of the Ichetucknee River and its associated springs. The park limits the number of visitors to prevent adverse impacts to the Ichetucknee River. A large increase in the number of visitors could have adverse impacts on the Ichetucknee River. Therefore, annual park attendance is included as a regional indicator. In Fiscal Year 2005-06, attendance was 167,629, roughly the same as in Fiscal Year 1996-97.

¹²1998 Florida Statistical Abstract, Table 19.52.

The regional plan high aquifer recharge map is based on areas identified as having high aquifer recharge potential to the Floridan Aquifer by the Suwannee River Water Management District and areas identified as contributing 12 inches or more of recharge annually to the Floridan Aquifer within the St. Johns River Water Management District. The St. Johns River Water Management District has revised its recharge area map since 2003. As a result, the total acreage of high aquifer recharge area within the region has decreased to 1,111,112 acres. It is recommended that the regional plan map of areas of high aquifer recharge potential to the Floridan Aquifer be amended to reflect revised St. Johns River Water Management District aquifer recharge map for that portion of the District located in Bradford County.

Subsequent to the 2003 amendments to the regional plan, Alachua County has undertaken a study to produce a more accurate map of high aquifer recharge areas. In its review of County Comprehensive Plan amendments in 2004, the Council indicated it was willing to accept the County high aquifer recharge map, once completed, in lieu of the high aquifer recharge map included in the regional plan. Therefore, it is recommended that the regional plan map series include the new County aquifer recharge map as a Natural Resource of Regional Significance.

It is recommended that the regional indicators for Regional Goal 4.3 be amended to include the updated information presented above, as follows:

1. As of January, ~~2000~~ 2007, the St. Johns River and Suwannee River Water Management Districts had identified and mapped ~~1,141,028~~ 1,111,112 acres of areas of high recharge potential to the Floridan Aquifer within north central Florida.
2. In Fiscal Year ~~1996-97~~ 2005-06, there were ~~170,890~~ 167,629 visitors to Ichetucknee Springs State Park.¹³
4. As of January, ~~2000~~ 2007, the Suwannee River Water Management District had identified and mapped 158,585 acres of stream-to-sink watersheds located within both its jurisdictional boundaries and within north central Florida.
5. In ~~2000~~ 2007, eight sinks were delineated as natural resources of regional significance in the North Central Florida Strategic Regional Policy Plan.

¹³2006 Florida Statistical Abstract, Table 19.52.

REGIONAL GOAL 4.4. PROTECT ALL LISTED SPECIES LOCATED IN NORTH CENTRAL FLORIDA.

REGIONAL INDICATORS

1. As of February, 2000, the Florida Natural Areas Inventory Element Occurrence Database contains 769 locations within the region of sightings of listed plant and animal species.
2. As of February, 2000, 78 listed species exist in north central Florida.

As of March 2007, the Florida Natural Areas Inventory Element Occurrence Database contains the location of 1,315 entries of species of interest in north central Florida, 768 of which are listed species.¹⁴ Of these, 67 are unduplicated occurrences of different listed species.

Since February 2000, changes have occurred in the Florida Natural Areas Inventory database. New entries have been added while others have been removed. New plants and animals have been listed while the protected status of others has been removed. Table IV-8 identifies occurrences of listed species which were not identified in the region in 2000.

¹⁴The Florida Natural Areas Inventory database also includes 81 occurrences of data sensitive species for which data is omitted. Therefore the listing status of these occurrences could not be determined.

TABLE IV-8

**STATE AND FEDERALLY LISTED SPECIES KNOWN TO OCCUR IN
NORTH CENTRAL FLORIDA REGION WHICH HAVE BEEN ADDED TO
THE FLORIDA NATURAL AREAS INVENTORY
ELEMENT OCCURRENCE DATABASE SINCE 1997**

Common Name	Scientific Name
American Oystercatcher	<i>Haematopus palliatus</i>
Beaked Spikerush	<i>Eleocharis rostellata</i>
Buckthorn	<i>Sideroxylon lycioides</i>
Chapman's Sedge	<i>Carex chapmanii</i>
Florida Mountain-mint	<i>Pycnanthemum floridanum</i>
Florida toothache-grass	<i>Ctenium floridanum</i>
Frosted Flatwoods Salamander	<i>Ambystoma cingulatum</i>
Giant Orchid	<i>Pteroglossaspis ecristata</i>
Godfery's Swamp privet	<i>Forestiera godfreyi</i>
Incised Groove-bur	<i>Agrimonia incisa</i>
Least Tern	<i>Sterna antillarum</i>
Osprey	<i>Pandion haliaetus</i>
Piedmont Jointgrass	<i>Coelorachis tuberculosa</i>
Silver Buckthorn	<i>Sideroxylon alachuense</i>
Southern Lip Fern	<i>Cheilanthes microphylla</i>
Spoon-leaved Sundew	<i>Drosera intermedia</i>

Source: Florida Natural Areas Inventory, March 2007.

Table IV-9 identifies species which were in the year 2000 edition of the Florida Natural Areas Inventory database but for various reasons were deleted from the March 2007 edition of the database.

TABLE IV-9
1997 NORTH CENTRAL FLORIDA STATE AND FEDERALLY LISTED SPECIES
REMOVED FROM THE FLORIDA NATURAL AREAS INVENTORY (FNAI) ELEMENT
OCCURRENCE DATABASE

Common Name(s)	Scientific Name	Notes
-	Polygonum meisnerianum var. beyrichianum	Still a listed species but removed from FNAI Element Occurrence Database.
Catesby's lily, Southern Red Lily	Lillium catesbaei	Removed from state listed species list & removed from FNAI Element Occurrence Database
Dwarf Spleenwort	Asplenium pumilum	Still a listed species but removed from FNAI Element Occurrence Database
Gray Bat	Myotis grisescens	Still a listed species but removed from FNAI Element Occurrence Database
Green Turtle	Chelonia mydas	Removed from state listed species list & removed from FNAI Element Occurrence Database
Hartwrightia	Hartwrightia floridana	Removed from state listed species list & removed from FNAI Element Occurrence Database
Kemp's Ridley Turtle, Atlantic Ridley Turtle	Lepidochelys kempii	Still a listed species but removed from FNAI Element Occurrence Database
Leatherback Turtle	Demochelys coriacea	Still a listed species but removed from FNAI Element Occurrence Database
Loggerhead Turtle	Caretta caretta	Still a listed species but removed from FNAI Element Occurrence Database
Mountain Laurel	Kalmia latifolia	Removed from state listed species list & removed from FNAI Element Occurrence Database
Non-crested Coco, Wild Coco	Pteroglossaspis ecristata	Removed from state listed species list & removed from FNAI Element Occurrence Database
Peregrine Falcon	Falco peregrinus	Still a listed species but removed from FNAI Element Occurrence Database
Rain lily	Zephyranthes simpsonii	Still a listed species but removed from FNAI Element Occurrence Database
St. Johns Susan	Rubdeckia nitida	Removed from state listed species list & removed from FNAI Element Occurrence Database
Sinkhole Fern	Blechnum occidentale	Still a listed species but removed from FNAI Element Occurrence Database
Southern Milkweed	Asclepias viridula	Removed from state listed species list & removed from FNAI Element Occurrence Database
West Indian Manatee	Trichechus manatus	Still a listed species but removed from FNAI Element Occurrence Database

Sources: Florida Natural Areas Element Occurrence Database, March 2007, Florida's Endangered Species, Threatened Species, and Species of Special Concern, Florida Fish and Wildlife Conservation Commission, January 29, 2004, and Notes on Florida's Endangered and Threatened Plants, Florida Department of Agriculture and Consumer Services, 2003.

It is recommended that Natural Resources of Regional Significance Element Table 4.6, State and Federally Listed Species Known to Occur in the North Central Florida Region Identified in the Florida Natural Areas Inventory Element Occurrence Database, be updated to reflect these changes. It is also recommended that the regional plan map of listed species be amended to reflect the March 2007 Florida Natural Areas Inventory database and that Appendix D of the regional plan, which describes the habitats of listed species known to occur in the region, be updated to reflect the listed species identified in Tables IV-8 and IV-9.

The Council should continue consulting with the water management districts, the Florida Fish and Wildlife Conservation Commission, Florida Natural Areas Inventory, and other organizations to develop more appropriate indicators for this regional goal. It is recommended that the regional indicators for Regional Goal 4.4 be amended to reflect the updated information presented above, as follows:

1. As of ~~February, 2000~~, March 2007, the Florida Natural Areas Inventory Element Occurrence Database contains ~~769~~ 768 locations within the region of sightings of listed plant and animal species.
2. As of ~~February, 2000~~, March 2007 ~~78~~ 67 listed species exist in north central Florida.

REGIONAL GOAL 4.5. PROTECT NATURAL RESOURCES OF REGIONAL SIGNIFICANCE IDENTIFIED IN THIS PLAN AS “PLANNING AND RESOURCE MANAGEMENT AREAS.”

REGIONAL INDICATORS

1. As of January, 2000, north central Florida contained 32,095 acres of private conservation lands.
2. As of January, 2000, north central Florida contained approximately 125,834 acres of federally-owned conservation lands.
3. As of January, 2000, north central Florida contained 156,687 acres of state-owned conservation and recreation lands.
4. As of January, 2000, north central Florida contained approximately 142,363 acres of water management District-owned conservation lands (including less than fee simple ownership).
5. In January, 2000, north central Florida had 18 waterbodies identified as SWIM waterbodies

Since the adoption of the 2003 amendments to the regional plan, additional conservation lands have been acquired in the region. Acquisitions have been made by all levels of government as well as by the private sector. In total, conservation lands (including state parks) increased from 391,000 acres in 2000 to 567,953 acres by 2007, representing a 45.3 percent increase. Federal government land holdings increased by 9.7 percent to 138,012 acres by 2007. State lands increased to 159,339 acres by 2007, representing a 1.7 percent increase. Water management district lands in 2007 totaled

250,063 acres, representing an 11.9 percent increase since 2000, state lands increased by 8.0 percent. Privately-owned conservation lands decreased to 20,540 acres by January 2007, representing a 36.0 percent decline during this period.

It is recommended that the Natural Resources of Regional Significance maps be updated to include the new information. It is also recommended that the regional indicators be amended to reflect acreage data in the updated maps, as follows:

1. As of January ~~2000~~ 2007, north central Florida contained ~~32,095~~ 20,540 acres of private conservation lands.
2. As of January ~~2000~~ , north central Florida contained approximately ~~125,834~~ 138,012 acres of federally-owned conservation lands.
3. As of January ~~2000~~ 2007, north central Florida contained ~~156,687~~ 159,339 acres of state-owned conservation and recreation lands.
4. As of January ~~2000~~ 2007, north central Florida contained approximately ~~142,363~~ 250,063 acres of water management District-owned conservation lands (including less than fee simple ownership).
5. In January ~~2000~~ 2007, north central Florida had 18 waterbodies identified as SWIM waterbodies

**REGIONAL GOAL 4.6. MAINTAIN THE QUANTITY AND QUALITY OF THE
REGION'S SURFACEWATER SYSTEMS IN RECOGNITION OF THEIR
IMPORTANCE TO THE CONTINUED GROWTH AND DEVELOPMENT OF THE
REGION.**

REGIONAL INDICATORS

1. As of January, 2000, the water management districts had identified 1,109,868 acres of fresh water wetlands within the region.
2. As of January, 2002, 10 north central Florida lakes were identified as natural resources of regional significance in the North Central Florida Strategic Regional Policy Plan.
3. As of January, 2002, 11 river corridors were designated as natural resources of regional significance in the North Central Florida Strategic Regional Policy Plan.
4. As of January, 2002, 202,152 acres of river corridor were designated as natural resources of regional significance in the North Central Florida Strategic Regional Policy Plan.
5. As of January, 2000, 103 north central Florida springs were listed as Natural Resources of Regional Significance in the North Central Florida Strategic Regional Policy Plan.
6. In January, 2002, five north central Florida Natural Resources of Regional Significance were under an Unrestricted Consumption advisory for Large-mouth bass, Bowfin, and Gar.

7. In January, 2002, five north central Florida Natural Resources of Regional Significance were under a Limited Consumption advisory for Large-mouth bass, Bowfin, and Gar.
8. In January, 2002, no north central Florida Natural Resources of Regional Significance were under a No Consumption advisory for Large-mouth bass, Bowfin, and Gar.
9. As of January, 2002, neither Fanning Springs - Old Town, Archer, Lee, Steinhatchee, or the Dekle Beach - Keaton Beach area were serviced by centralized wastewater treatment systems.
10. As of January, 2002, 23 north central Florida communities were in need of stormwater management retrofit projects and/or a stormwater management plan.

Due to revisions made by the Florida Department of Health to its fish consumption advisory system, the new system is no longer comparable to the system in place in 2002. The former system consisted of no consumption, restricted consumption, limited consumption, and unrestricted consumption categories. In its place, the new system instead identifies number of times per month a particular fish species can be safely consumed by the general public. The new advisory system also identifies the number of times per month the fish species can be eaten by children or women of childbearing age. Finally, the new system has been expanded and includes additional waterbodies for which data was either unavailable or not published in 2002.

IV- 8 below identifies 14 surfacewater Natural Resources of Regional Significance for which a fish consumption advisory has been issued by the Florida Department of Health. All of the fish consumption advisories are due to excessive levels of mercury in the identified fish species. No fish consumption advisories are in effect in north central Florida due to dioxin, pesticide, or saxitoxin contamination.¹⁵ Although not included as a regional indicator in 2002, a No Consumption Advisory was in effect for all fish caught in the Fenholloway River due to dioxin contamination. As of 2006, the Fenholloway River fish consumption advisory had been limited to Bowfin fish for mercury contamination. Additionally, the 2006 advisory recommends limiting the consumption of Bowfin fish from the Fenholloway River to no more than 1 fish per month for women of childbearing age and children.

New criteria for fish advisories for the general population were adopted in 2006. The Florida Department of Health also started listing information for any water body that had been tested and no longer included "Unrestricted Consumption" as a recommendation. The highest rate of consumption included in the recommendations is "two meals per week". The two meals per week limitation is used since it meets the American Heart Association recommendation in the Healthy Heart Diet and there was growing evidence that people who consumed excessive amounts of seafood, some as high as 21 meals per week, could result in mercury poisoning in adults.

¹⁵Saxitoxin is a neurotoxin found in algae. It is also found in Puffer fish caught in Indian River Lagoons and from waterbodies in Volusia, Brevard, Indian River, St. Lucie and Martin Counties. None of these waterbodies are located in north central Florida.

TABLE IV-10

2006 FLORIDA DEPARTMENT OF HEALTH FISH CONSUMPTION ADVISORIES

Location	Largemouth Bass	Women of Childbearing Age and Children - No. of Meals per Month	Black Crappie	Women of Childbearing Age and Children - No. of Meals per Month	Bluegill	Women of Childbearing Age and Children - No. of Meals per Month	Brown Bullhead	Women of Childbearing Age and Children - No. of Meals per Month
Alapaha River	yes	1					yes	1
Aucilla River	yes	1						
Econfina River								
Fenholloway River								
Lake Butler			yes	4	yes	4		
Lake Lochloosa	yes	1						
Lake Sampson	yes	1	yes	1	yes	4		
Lake Santa Fe	yes	1						
Newnans Lake	yes	1	yes	4	yes	4	yes	4
Orange Lake	yes	1	yes	4	yes	8		
Santa Fe	yes	1					yes	1
Steinhatchee River	yes	1						
Suwannee River	yes	1					yes	1
Withlacoochee River	yes	1					yes	1
Total	11		4		4		5	

See note at end of table.

TABLE IV-10

2006 FLORIDA DEPARTMENT OF HEALTH FISH CONSUMPTION ADVISORIES

Location	Bowfin	Women of Childbearing Age and Children - No. of Meals per Month	Chain Pickerel	Women of Childbearing Age and Children - No. of Meals per Month	Channel Catfish	Women of Childbearing Age and Children - No. of Meals per Month	White Catfish	Women of Childbearing Age and Children - No. of Meals per Month
Alapaha River	yes	1			yes	1	yes	4
Aucilla River	yes	1						
Econfina River								
Fenholloway River	yes	1						
Lake Butler								
Lake Lochloosa	yes	1						
Lake Sampson	yes	1	yes	1				
Lake Santa Fe	yes	1						
Newnans Lake	yes	1						
Orange Lake	yes	1						
Santa Fe	yes	1			yes	1	yes	4
Steinhatchee River	yes	1						
Suwannee River	yes	1			yes	1	yes	4
Withlacoochee River	yes	1			yes	1	yes	8
Total	12		1		4		4	

See note at end of table.

TABLE IV-10

2006 FLORIDA DEPARTMENT OF HEALTH FISH CONSUMPTION ADVISORIES

Location	Gar	Women of Childbearing Age and Children - No. of Meals per Month	Redbreast Sunfish	Women of Childbearing Age and Children - No. of Meals per Month	Redear Sunfish	Women of Childbearing Age and Children - No. of Meals per Month	Spotted Sunfish	Women of Childbearing Age and Children - No. of Meals per Month	Warmouth	Women of Childbearing Age and Children - No. of Meals per Month
Alapaha River	yes	1	yes	4	yes	4				
Aucilla River	yes	1	yes	1			yes	1		
Econfina River			yes	1			yes	1		
Fenholloway River										
Lake Butler					yes	4				
Lake Lochloosa	yes	1								
Lake Sampson	yes	1			yes	4				
Lake Santa Fe	yes	1								
Newnans Lake	yes	1								
Orange Lake	yes	1			yes	8			yes	4
Santa Fe	yes	1	yes	4	yes	4				
Steinhatchee River	yes	1	yes	1			yes	1		
Suwannee River	yes	1	yes	4	yes	4				
Withlacoochee River	yes	1	yes	4	yes	4				
Total	11		7		7		3		1	

Note: yes= Fish consumption advisory issued.

Source: Your Guide to Eating Fish Caught in Florida, Florida Department of Health, 2006.

DIOXIN

Dioxin is the common name for the group of compounds classified as polychlorinated dibenzodioxins. This class of chemicals have been shown to accumulate in the fatty tissues of humans, domestic animals and wildlife, are known to cause gene mutation and are suspected human carcinogens.

Dioxins are produced in small concentrations when organic material is burned in the presence of chlorine. Approximately 74 percent of dioxin emissions are from backyard barrel burning, medical waste incineration, and municipal waste combustion. Approximately 4.9 percent of all dioxins are generated in reactions that involve bleaching fibers for paper or textiles.¹⁶

MERCURY

The Florida Department of Environmental Protection notes that mercury is a naturally-occurring toxic trace element which has a complex cycle between the crust, atmosphere and oceans of the Earth. Unlike other metals, it is a liquid at normal temperatures and is easily transformed into a gas. Some mercury is released by natural processes but most emissions to the atmosphere result principally from mining and smelting of mineral ores, combustion of fossil fuels, and the use of mercury itself. Mercury released to the atmosphere is the thought to be the source of most broad-scale mercury emissions. The gaseous form of mercury can travel long distances through atmosphere, ultimately depositing from the air into Florida wetlands and surfacewaters. Mercury deposited in this manner can be converted by natural bacteria into methylmercury, a toxic form that is accumulated and magnified at each link in the food chain. In some circumstances, the result is fish that is toxic if eaten by humans.¹⁷

It is recommended that regional indicators 4.6.6 through 4.6.12 be replaced with the following updated information.

6. In January, 2006, 12 north central Florida Natural Resources of Regional Significance were under a consumption advisory for Bowfin.
7. In January, 2006, 11 north central Florida Natural Resources of Regional Significance were under a consumption advisory for Large-mouth bass and Gar.
8. In January, 2006, seven north central Florida Natural Resources of Regional Significance were under a consumption advisory for Redbreast Sunfish and Redear Sunfish.
9. In January, 2006, five north central Florida Natural Resources of Regional Significance were under a consumption advisory for Brown Bullhead.

¹⁶U.S. Environmental Protection Agency, An inventory of sources and environmental releases of dioxin-like compounds in the United States for the years 1987, 1995, and 2000. National Center for Environmental Assessment, Washington, DC; EPA/600/P-03/002F. (<http://cfpub.epa.gov/ncea/cfn/recordisplay.cfm?deid=159286>)

¹⁷<http://www.dep.state.fl.us/labs/mercury/index.htm> and <http://myfwc.com/marine/Pubs/mercury.htm>

10. In January, 2006, four north central Florida Natural Resources of Regional Significance were under a consumption advisory for Black Crappie, Bluegill, Channel Catfish, and White Catfish.
11. In January, 2006, three north central Florida Natural Resources of Regional Significance were under a consumption advisory for Spotted Sunfish.
12. In January, 2006, one north central Florida Natural Resources of Regional Significance were under a consumption advisory for Chain Pickerel and Warmouth.

TOTAL MAXIMUM DAILY LOADS

Section 303(d) of the federal Clean Water Act requires states to submit lists of surfacewaters that do not meet applicable water quality standards (impaired waters) after implementation of technology-based effluent limitations, and establish Total Maximum Daily Loads for these waters on a prioritized schedule. Total Maximum Daily Loads establish the maximum amount of a pollutant that a water body can assimilate without causing violations of water quality standards. Florida submitted a list of Total Maximum Daily Load waterbodies to the U.S. Environmental Protection Agency, Region 4, in 1998. The list was prepared by the Florida Department of Environmental Protection with input from the water management districts. The U.S. Environmental Protection Agency issued its final list of north central Florida Total Maximum Daily Load waterbodies in 2003.

Natural Resources of Regional Significance Element Table 4.8 presents a list of proposed north central Florida surfacewaters which do not meet applicable water quality standards. The proposed list was submitted to the U.S. Environmental Protection Agency in 1998 for approval. Section 303(d) of the federal Clean Water Act requires the U.S. Environmental Protection Agency to establish an approved list of waters and to establish Total Maximum Daily Loads for the U.S. Environmental Protection Agency-approved list of waters on a prioritized schedule. Table IV-11, below, presents the U.S. Environmental Protection Agency-approved list and the water quality parameters to be addressed through the development of Total Maximum Daily Loads.

As of June 2007, Total Maximum Daily Loads have been finalized for only one north central Florida watershed; the Fenholloway River (including Bevins/Boggy Creek). The Total Maximum Daily Load report includes a map of the waterbody and its watershed. It also identifies the sources of the pollutants. In the case of the Fenholloway River, the Total Maximum Daily Load report notes that discharge from the Buckeye Cellulose pulp mill may move its discharge point from its current location to 1.7 miles upstream from the Fenholloway River estuary. Such an approach is anticipated to meet the established Total Maximum Daily Loads for dissolved oxygen and un-ionized ammonia for the river. The Total Maximum Daily Load report notes, however, that moving the discharge point may increase chlorophyll concentrations to levels in the estuary that would cause a water quality standard violation. To address this issue, Buckeye Cellulose has undertaken additional monitoring and modeling activities. Buckeye Cellulose will also conduct additional nutrient modeling analysis to assess the possible effluent nutrient reductions that might be required to prevent harmful chlorophyll concentrations.

The Total Maximum Daily Load for the Bevins/Boggy Creek portion of the watershed suggests that rural farms with animals with access to streams as a possible source of fecal coliform.

**TABLE IV-11
THE VERIFIED LIST OF IMPAIRED NORTH CENTRAL FLORIDA WATERS
(AS APPROVED BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY)**

WBID	Waterbody Segment	Waterbody Type	Parameter of Concern	Priority	Projected Year of TMDL Development	Comments
Fenholloway						
3473A	Fenholloway at Mouth	Stream	Total Coliforms, Dissolved Oxygen, Biochemical Oxygen Demand	High	2002	TMDLs Finalized by U.S. EPA, May 2007
3473B	Fenholloway Below Pulp Mill	Stream	Dissolved Oxygen, Biochemical Oxygen Demand, Un-ionized Ammonia, Conductivity	High	2002	TMDLs Finalized by U.S. EPA, May 2007
3603	Bevins/Boggy Creek	Stream	Fecal Coliform	-	2002	TMDLs Finalized by U.S. EPA, May 2007. Although not listed in <u>Water Quality Assessment Report: Suwannee</u> , Fecal Coliform TMDLs were nevertheless established by EPA for this waterbody.
Lower Suwannee						
3422A	Suwannee River, Lower	Stream	Mercury - Fish	Low	2011	Mercury concentrations for 1995, 1996, 1998, 1999, 2000, 2001, 2002 exceeded 0.5 mg/kg.
3422D	Suwannee Estuary	Estuary	Coliforms - Shellfish	Medium	2007	Listed due to downgrade in shellfish classification.
3422B	Suwannee River, Lower	Stream	Mercury - Fish	Low	2011	Mercury concentrations for 1995-2002 exceeded 0.5 mg/kg.

**TABLE IV-11
THE VERIFIED LIST OF IMPAIRED NORTH CENTRAL FLORIDA WATERS
(AS APPROVED BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY)**

WBID	Waterbody Segment	Waterbody Type	Parameter of Concern	Priority	Projected Year of TMDL Development	Comments
Other Coastal						
8032A	Dekle Beach	Estuary	Coliforms - Beach Advisory	Medium	2007	Has advisories for more than 21 days in 2001.
8032B	Keaton Beach	Estuary	Coliforms - Beach Advisory	Medium	2007	Has advisories for more than 21 days in 2001.
8032C	Cedar Beach	Estuary	Coliforms - Beach Advisory	Medium	2007	Has advisories for more than 21 days in 2001.
8035	Suwannee Gulf 7	Estuary	Coliforms - Beach Advisory	Medium	2007	Has advisories for more than 21 days in 2001.
Santa Fe						
3516	Alligator Lake Outlet	Lake	Nutrients	Medium	2007	Linked to nutrients, and BOD. Nitrogen limited.
3516	Alligator Lake Outlet	Lake	Dissolved Oxygen	Medium	2007	Linked to nutrients. Nitrogen limited.
3516A	Alligator Lake	Lake	Nutrients	Medium	2007	Linked to nutrients and BOD. Nitrogen limited.
3516A	Alligator Lake	Lake	Dissolved Oxygen	Medium	2007	Linked to nutrients. Nitrogen limited.
3605A	Santa Fe River	Stream	Nutrients (Algal Mats and Historical Chlorophyl)	Medium	2007	Total Nitrogen is limiting nutrient.
3605C	Santa Fe River	Stream	Dissolved Oxygen	Medium	2007	Linked to nutrients.

**TABLE IV-11
THE VERIFIED LIST OF IMPAIRED NORTH CENTRAL FLORIDA WATERS
(AS APPROVED BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY)**

WBID	Waterbody Segment	Waterbody Type	Parameter of Concern	Priority	Projected Year of TMDL Development	Comments
3520	Cannon Creek	Stream	Fecal Coliforms	Medium	2007	
3626	Pareners Branch	Stream	Fecal Coliforms	Medium	2007	
Upper Suwannee						
3341	Suwannee River (Upper)	Stream	Dissolved Oxygen	High	2002	Linked to nutrients.
3375	Swift Creek	Stream	Dissolved Oxygen	High	2002	Linked to nutrients.
3477	Falling Creek	Stream	Dissolved Oxygen	High	2002	Linked to nutrients.

¹Water Body Identification.
TMDL = Total Maximum Daily Load.

Sources: Water Quality Assessment Report: Suwannee, Florida Department of Environmental Protection, September 2003, and TMDLs in Florida, <http://www.epa.gov/region4/water/tmdl/florida/#econ>.

It is recommended that Natural Resources of Regional Significance Table 4.8 be replaced with Table IV-11. It is further recommended that, based on the information contained in the Total Maximum Daily Load reports, the Council consider adding goals and policies to the regional plan which support implementation of Total Maximum Daily Loads.

MINIMUM FLOWS AND LEVELS

Subsection 373.042(2), F.S., requires water management districts to establish minimum flows and levels to protect surfacewaters. Minimum flows and levels represent the water level below which significant harm can occur to surfacewater bodies, be it to navigation, recreation, fish and wildlife, or fish and wildlife habitat. Once established, they are used as part of the water supply planning and permitting criteria for consumptive use permits issued by the districts. Essentially, water flows and levels which are above the minimum flow can be allocated for consumptive uses without significantly adversely impacting the water body from which the water is withdrawn.

As of June 2007, minimum flows and levels have been established for the lower Suwannee River, Madison County Blue Spring, and Fanning Spring. It is recommended that a new regional indicator be added to Regional Goal similar to the following:

13. As of June 2007, minimum flows and levels have been established for the lower Suwannee River, Madison County Blue Spring, and Fanning Spring.

LOCAL GOVERNMENT COMPREHENSIVE PLANS

Of the five elements of the regional plan, the Natural Resources of Regional Significance Element has the potential to have the greatest impact on local government comprehensive plans. The regional plan identifies and maps Natural Resources of Regional Significance, but does not contain minimum protection standards or prescribe how local government should protect these natural resources. Instead, the regional plan calls for their protection and leaves it up to the discretion of local governments to determine the method and degree of protection.

The regional plan approach of calling for protection without elaboration of minimum protection requirements has led to a variety of local government comprehensive plan resource protection policies. Section 163.3184, F.S., as well as the annual Council contract with the Florida Department of Community Affairs, requires the Council review the effects of proposed comprehensive plan amendments on Natural Resources of Regional Significance identified in the Strategic Regional Policy Plan. Between 2000 and 2006, the Council reviewed 156 proposed amendments to local government comprehensive plan future land use maps. Of these, 23 amendments, or 14.7 percent, were identified by the Council as having potential significant adverse impacts to one or more Natural Resources of Regional Significance. Of the 23 proposed amendments, 16 were adequately addressed in either the adopted version of the amendments or subsequent amendments to local government comprehensive plans.

Given the successful implementation of regional plan goals and policies in local government comprehensive plans, no changes are proposed to Natural Resources of Regional Significance goals and policies regarding local government comprehensive plan amendments.

DEVELOPMENTS OF REGIONAL IMPACT

Through the Development of Regional Impact process, the Council has consistently recommended local government development order conditions designed to protect listed plant and animal species located on Developments of Regional Impact. Such conditions have called for surveys to determine the location and type of listed species found on the project site, the development of a listed species management plan to protect and/or mitigate impacts to listed species on the project site, and the prohibition of land clearing and development activities until such time that the survey has occurred and the management plan has been approved. The Council has relied on Regional Goal 4.4 and Policies 4.4.4 and 4.4.10 as regional plan guidance for the recommendation of such conditions. The goal and policies are as follows:

REGIONAL GOAL 4.4. Protect all listed species located in north central Florida.

Regional Policy 4.4.4. Endangered and threatened species and their habitats shall be protected.

Regional Policy 4.4.10. Detailed surveys and/or specific site assessments for listed plant and animal species, as well as habitat used by listed species shall be conducted in accordance with Rule 9J-2.041, Florida Administrative Code, for developments undergoing review ad Developments of Regional Impact in order to evaluate the impacts of such developments on said species and habitats.

Since the Council has consistently recommended Development of Regional Impact conditions calling for a listed species survey and protection plan, as well as a prohibition of development activities until the survey is completed and the plan is approved, a policy should be added to the regional plan which more specifically states that the development of such plans may be recommended as condition by the Council to prevent or mitigate adverse impacts to listed species. The recommended regional plan policy language is as follows:

Regional Policy 4.4.12. When listed plant and animal species and their associated habitats are identified on Developments of Regional Impact project sites, develop a listed species protection plan to prevent and/or mitigate adverse impacts to listed species, and prohibit development activities until the survey is conducted and the plan is approved by the Council and local government of jurisdiction.

The Council has also consistently recommended conditions to protect nearby state parks from the adverse impacts of Category I Invasive Exotic Plant Species as classified by the Florida Exotic Pest Plant Council. Seeds from invasive exotic plant species can be carried by wind or birds and deposited in the nearby state park, which increases costs to the state for controlling and removing invasive exotic plant species within the park boundaries. The Council has relied on Regional Goal 4.5 and Policy 4.5.4 as regional plan guidance for the recommendation of such conditions. The goal and policy are as follows:

REGIONAL GOAL 4.5. Protect natural resources of regional significance identified in this plan as “Planning and Resource Management Areas”.

Regional Policy 4.5.4. Ensure that local government comprehensive plans, DRIs and requests for federal and state funds for development activities reviewed by the Council include adequate provisions for the protection of Planning and Resource Management Area identified and mapped in the regional plan as Natural Resources of Regional Significance.

Finally, since the Council has consistently recommended conditions banning the planting of Category I Invasive Exotic Plant Species within Developments of Regional Impact, or portions of Developments of Regional Impact located near state parks, a policy should be added to the regional plan which more specifically states that such a condition may be recommended as condition by the Council to prevent adverse impacts to publicly-owned conservation lands. The recommended regional plan policy language is as follows:

Regional Policy 4.5.5. Ensure that Developments of Regional Impact located proximate to lands classified as Planning and Resource Management Areas in the regional plan do not increase costs for the control and removal of invasive exotic plant species within such areas by including conditions in Development of Regional Impact local government development orders which prohibit the planting of Category I Invasive Exotic Plant Species as classified by the Florida Exotic Pest Plant Council.

REGIONAL TRANSPORTATION

INTRODUCTION

A comparison of regional indicators with the latest available data indicates a mixed situation regarding implementation of the transportation goals of the regional plan. On the one hand, progress has been made toward regional goals addressing the University of Florida, as well as increasing public transportation and transportation disabled paratransit ridership. However, concern exists regarding the ability of the region to maintain a regional road network which operates at or above the minimum level of service standards contained in local government comprehensive plans. The updated indicators suggest either a stable or improved regional road network for segments which are part of the Florida State Highway System. However, a significant decline has occurred to segments of the Regional Road Network which are part of the Florida Intrastate Highway System.¹

Along with increases in regional population, background traffic on the Regional Road Network has also increased since 2001. Despite the population increase, most north central Florida municipalities can be characterized as having a population of less than 10,000, centered around one or two regional roads which serve a significant amount of non-local traffic. Most development within north central Florida communities impacts these one or two regional roads.

The concurrency requirements of Section 163.3180, Florida Statutes, requires, with notable exceptions, that public facilities to accommodate future development either be in place or be planned to be in place prior to the issuance of building permits. However, there does not appear to be sufficient funds to bring the existing Regional Road Network backlog up to standards or to maintain the level of service standard in the future. Nor can local governments afford to pay for the modifications. As the remaining excess capacity of the Regional Road Network is absorbed by thru-traffic, north central Florida communities are finding it increasingly difficult to permit new development or to amend their comprehensive plans to accommodate future growth. Without sufficient capacity on segments of the Regional Road Network within incorporated municipalities and urban development areas, most new development will be likely to occur in rural areas where road capacity still exists, thus contributing to urban sprawl.

¹All segments of the Florida Intrastate Highway System located within north central Florida are part of the Strategic Intermodal System.

REGIONAL GOAL 5.1. MAINTAIN A REGIONAL ROAD NETWORK WHICH OPERATES AT OR ABOVE THE MINIMUM LEVEL OF SERVICE STANDARD CONTAINED IN LOCAL GOVERNMENT COMPREHENSIVE PLANS FOR THOSE SEGMENTS LOCATED OUTSIDE TRANSPORTATION CONCURRENCY EXCEPTION AREAS.

REGIONAL INDICATORS

Table V-1 contains a comparison of regional indicators listed in the regional plan for Regional Goal 5.1 for the years 1999 and 2006. As can be seen, the region experienced a decrease in the percentage of State Highway System road miles, exclusive of Florida Intrastate Highway System road miles, meeting the adopted level of service standard. However, at the same time, the region experienced an increase in the percentage of Florida Intrastate Highway System road miles not meeting the adopted level of service standard.

TABLE V-1

A COMPARISON OF REGIONAL GOAL 5.1 INDICATORS, 1999 AND 2006

REGIONAL INDICATOR	1999	2006
1. Percent of Regional Road Network, exclusive of Florida Intrastate Highway System-designated roads, operating below adopted LOS.	2.5%	1.9%
2. Percent of Florida Intrastate Highway System-designated roads operating below adopted LOS	3.9%	6.4%
3. Percent of regional roads designated as non-Florida Intrastate Highway System facilities, to drop below adopted LOS by 2011.	8.4%	2.3%
4. Percent of Florida Intrastate Highway System-designated roads to drop below adopted LOS by 2011.	13.9%	13.8%

Source: North Central Florida Regional Planning Council, April 2008.

In 2006, a total of 43.4 miles, or 3.4 percent, of the 1,265.3 mile Regional Road Network was not operating at the minimum level of service standard established in local government comprehensive plans.²

²Florida State Highway System Level of Service Report, 2006, Florida Department of Transportation, Jacksonville, Florida, August 2007.

Table V-1 may not be a valid comparison between 1999 and 2006. Changes were made to the methodology used by The Florida Department of Transportation to calculate maximum service volumes for certain segments of the Regional Road Network in 2002, which resulted in changes to maximum service volumes for some segments. Also, a change was made to the classification of segments of State Road 26. In 2000, State Road 26 from U.S. Highway 301 to I-75 was classified as part of the Florida Intrastate Highway System. By 2006, the Florida Department of Transportation removed the Florida Intrastate Highway System designation from this segment of State Road 26.

Tables V-2 through V-5 examine additional transportation indicators based on information contained in the 2006 Florida Department of Transportation Level of Service Report. The Florida Department of Transportation report contains projected volumes and levels of service for the State Highway System (interstate highways, U.S. highways, and State Roads) through the year 2021. The table series examines level of service standards for the entire Regional Road Network as well as level of service by system designation (Strategic Intermodal System and State Highway System, less the Strategic Intermodal System), incorporated areas versus unincorporated areas, as well as Strategic Intermodal System facilities within incorporated areas.

Table V-2 indicates that Strategic Intermodal System facilities have a higher percentage of miles which did not meet minimum service standards in 2006 than the region average (6.4% for Strategic Intermodal System facilities versus 1.9% for non Strategic Intermodal System facilities). It also indicates that incorporated areas have a higher percentage of roads which do not meet level of service standards than unincorporated areas (10.2% for incorporated areas compared to 2.1% for unincorporated areas). Finally, the table indicates that incorporated areas have the highest percentage of Regional Road Network miles which do not meet level of service standards (10.2%).

Table V-3 reports the same information as Table V-2, but removes data for the City of Gainesville. When Gainesville is removed, one significant difference is revealed between Tables V-2 and V-3. The percentage of roads in incorporated areas which do not operate at the adopted level of service standard drops from 10.2 percent with Gainesville to 7.9 percent without Gainesville. This suggests that Gainesville has a higher percentage of roads which do not operate at the adopted level of service standard than the remaining 32 incorporated cities and towns within the region.

The tables also summarize the Florida Department of Transportation projections regarding the percentage of Regional Road Network miles anticipated to not meet adopted level of service standards. As can be seen in Table V-2, the percentage of Regional Road Network anticipated to not meet adopted level of service standards is projected to increase from 3.4 percent in 2006 to 16.8 percent in 2022. Strategic Intermodal System facilities are projected to have an even higher percentage of miles which do not meet minimum service standards (6.4% in 2006 compared to 33.8% in 2022).

Table V-2 also indicates that incorporated areas are projected to have a higher percentage of road miles which do not meet level of service standards than unincorporated areas in 2022 (19.1% in incorporated areas compared to 16.4% in unincorporated areas). Finally, the table indicates that incorporated areas are projected to have a large increase in the percentage of Regional Road Network miles which do not meet level of service standards, nearly doubling from 10.2 percent in 2006 to 19.1 percent in 2022. When Gainesville is removed from consideration, the percentage of regional roads in the remaining north central Florida incorporated areas which are also projected to experience noticeable declines in service. Table V-3 notes that the percentage of regional road network mileage which does not meet level of service standards is projected to rise from 5.8 percent in 2006 to 15.6 percent in 2022.

At least one north central Florida local government has established policy directives in their comprehensive plan which establishes higher levels of planning and design considerations for development when road segments are at or above 85 percent of their maximum service volume. The 85 percent trigger is indicative of roads which need a higher level of planning as they are nearing their design capacity.

Tables V-4 and V-5 examine the total mileage as well as percentage of Regional Road Network which is either at or projected to be within 85 percent of, but still operating within its maximum service volume, through the year 2022. The 85 percent threshold represents a level whereby the road segment is approaching its maximum capacity, where one moderate-to-large sized development could cause the road segment to fail.³

As can be seen in Table V-4, an additional 65.5 miles of Regional Road Network were operating within 85 percent of the remaining service volume. By 2022, a total of 108.9 miles of regional roads are projected to operate within 85 percent of their maximum service volumes. Table V-5, which removes the City of Gainesville, indicates that an additional 62.1 miles of Regional Road Network is operating within 85 percent of the remaining service volume. By 2022, a total of 91.7 miles of regional road segments, less Gainesville, are projected to be operating within 85 percent of their maximum service volumes. Also notable is unincorporated Alachua County, at 20.4%; unincorporated Bradford County, at 17.0 percent; and unincorporated Gilchrist County, at 15.4 percent.

³North central Florida maximum service volumes at level of service D range between 15,000 and 50,000 average annual daily trips, depending on number of travel lanes, frequency of traffic lights, and whether the road is divided or undivided. This suggests that, at the 85 percent threshold, available excess capacity generally ranges between 2,250 to 7,500 average annual daily trips for identified road segments in Table V-7, above. Assuming a 0.25 floor area ratio, this suggests that a retail shopping center ranging from 5.8 to 19.4 acres would use up all of the available excess capacity, depending on the factors identified in the above-paragraph. Similarly, an office building ranging between 18.8 and 62.5 acres could use up all of the available capacity. For a single-family residential development built at 4 dwelling units per acre, a development ranging between 58.8 to 196 acres could use up all of the available capacity. Derived from Institute of Transportation Engineers, Trip Generation, 7th Edition, Washington, D.C., for land use codes 814, Specialty Retail, 710, General Office Building, and 210, Single-family Detached Housing. A 25 percent pass-by trip allowance for land use code 814 is also included in the transportation analysis.

TABLE V-2

**MILES OF REGIONAL ROAD NETWORK SEGMENTS NOT MEETING ADOPTED LEVEL OF SERVICE STANDARDS
BY YEAR**

SEGMENT TYPE	TOTAL		YEAR					
			2006	2007	2011	2012	2021	2022
All Segments	Miles	1,265.3	43.4	45.0	78.8	91.1	206.6	213.0
	Percent	100.0%	3.4%	3.6%	6.2%	7.2%	16.3%	16.8%
Strategic Intermodal System Only	Miles	430.1	27.4	27.4	59.2	77.5	141.2	145.3
	Percent	100.0%	6.4%	6.4%	13.8%	18.0%	32.8%	33.8%
State Highway System, Less Strategic Intermodal System	Miles	835.2	16.0	17.6	19.6	19.6	65.4	67.7
	Percent	100.0%	1.9%	2.1%	2.3%	2.3%	7.8%	8.1%
Unincorporated Areas	Miles	1,052.4	21.7	22.7	49.9	67.2	168.2	172.3
	Percent	100.0%	2.1%	2.2%	4.7%	6.4%	16.0%	16.4%
Incorporated Areas	Miles	212.9	21.7	22.3	28.9	29.9	38.4	40.7
	Percent	100.0%	10.2%	10.5%	13.6%	14.0%	18.0%	19.1%
Incorporated Areas, Strategic Intermodal System Only	Miles	52.7	6.2	6.2	10.9	11.9	13.3	13.3
	Percent	100.0%	11.8%	11.8%	20.6%	22.6%	25.2%	25.2%

Source: North Central Florida Regional Planning Council, April 2008. Derived from Florida State Highway System Level of Service Report, 2006, Florida Department of Transportation, Jacksonville, Florida, August 2007.

TABLE V-3

**MILES OF REGIONAL ROAD NETWORK SEGMENTS, LESS GAINESVILLE, NOT MEETING
ADOPTED LEVEL OF SERVICE STANDARDS, BY YEAR**

SEGMENT TYPE	TOTAL		YEAR					
			2006	2007	2011	2012	2021	2022
All Segments	Miles	1,188.7	29.6	30.6	62.9	81.2	189.4	193.5
	Percent	100.0%	2.5%	2.6%	5.3%	6.8%	15.9%	16.3%
Strategic Intermodal System Only	Miles	413.6	27.4	27.4	59.2	77.5	141.2	145.3
	Percent	100.0%	6.6%	6.6%	14.3%	18.7%	34.1%	35.1%
State Highway System, Less Strategic Intermodal System	Miles	775.1	2.2	3.2	3.7	3.7	48.2	48.2
	Percent	100.0%	0.3%	0.4%	0.5%	0.5%	6.2%	6.2%
Unincorporated Areas	Miles	1,052.3	21.7	22.7	49.9	67.1	168.2	172.3
	Percent	100.0%	2.1%	2.2%	4.7%	6.4%	16.0%	16.4%
Incorporated Areas	Miles	136.4	7.9	7.9	13.0	14.1	21.2	21.2
	Percent	100.0%	5.8%	5.8%	9.5%	10.3%	15.5%	15.6%
Incorporated Areas, Strategic Intermodal System Only	Miles	36.2	6.2	6.2	10.9	11.9	13.3	13.3
	Percent	100.0%	17.2%	17.2%	29.9%	32.9%	36.6%	36.6%

Source: North Central Florida Regional Planning Council, April 2008. Derived from Florida State Highway System Level of Service Report, 2006, Florida Department of Transportation, Jacksonville, Florida, August 2007.

TABLE V-4

**MILES OF REGIONAL ROAD NETWORK SEGMENTS MEETING
ADOPTED LEVEL OF SERVICE STANDARDS BUT WITHIN 15 PERCENT OF SERVICE VOLUME CAPACITY, BY YEAR**

SEGMENT TYPE	TOTAL		YEAR					
			2006	2007	2011	2012	2021	2022
All Segments	Miles	1,265.3	65.5	104.5	130.1	120.9	123.8	123.8
	Percent	100.0%	5.2%	8.3%	10.3%	9.6%	9.8%	9.8%
Strategic Intermodal System Only	Miles	430.1	50.6	62.8	68.4	58.5	54.9	57.3
	Percent	100.0%	11.8%	14.6%	15.9%	13.6%	12.8%	13.3%
State Highway System, Less Strategic Intermodal System	Miles	835.2	14.9	41.7	61.7	62.4	68.9	66.6
	Percent	100.0%	1.8%	5.0%	7.4%	7.5%	8.3%	8.0%
Unincorporated Areas	Miles	1,052.3	56.5	94.0	115.4	106.6	89.7	87.6
	Percent	100.0%	5.4%	8.9%	11.0%	10.1%	8.5%	8.3%
Incorporated Areas	Miles	212.9	9.0	10.5	14.7	14.3	34.1	36.3
	Percent	100.0%	4.2%	4.9%	6.9%	6.7%	16.0%	17.0%
Incorporated Areas, Strategic Intermodal System Only	Miles	52.7	3.7	5.7	2.1	1.0	4.1	8.6
	Percent	100.0%	7.0%	10.8%	4.0%	1.9%	7.8%	16.3%

Source: North Central Florida Regional Planning Council, April 2008. Derived from Florida State Highway System Level of Service Report, 2006, Florida Department of Transportation, Jacksonville, Florida, August 2007.

TABLE V-5

**MILES OF REGIONAL ROAD NETWORK SEGMENTS, LESS GAINESVILLE, MEETING
ADOPTED LEVEL OF SERVICE STANDARDS BUT WITHIN 15 PERCENT OF SERVICE VOLUME CAPACITY, BY YEAR**

SEGMENT TYPE	TOTAL		YEAR					
			2006	2007	2011	2012	2021	2022
All Segments	Miles	1,188.7	62.1	101.7	123.2	114.1	104.4	106.8
	Percent	100.0%	5.2%	8.6%	10.4%	9.6%	8.8%	9.0%
Strategic Intermodal System Only	Miles	413.6	50.6	62.7	68.3	58.5	51.9	54.2
	Percent	100.0%	12.2%	15.2%	16.5%	14.1%	12.5%	13.1%
State Highway System, Less Strategic Intermodal System	Miles	775.1	11.5	39.0	54.9	55.6	52.6	52.6
	Percent	100.0%	1.5%	5.0%	7.1%	7.2%	6.8%	6.8%
Unincorporated Areas	Miles	1,052.3	56.4	94.0	115.3	106.6	89.7	87.6
	Percent	100.0%	5.4%	8.9%	11.0%	10.1%	8.5%	8.3%
Incorporated Areas	Miles	136.4	5.7	7.7	7.9	7.5	14.7	19.2
	Percent	100.0%	4.2%	5.6%	5.8%	5.5%	10.8%	14.1%
Incorporated Areas, Strategic Intermodal System Only	Miles	36.2	3.7	5.7	2.1	1.0	4.1	8.6
	Percent	100.0%	10.2%	15.7%	5.8%	2.8%	11.3%	23.7%

Source: North Central Florida Regional Planning Council, April 2008. Derived from Florida State Highway System Level of Service Report, 2006, Florida Department of Transportation, Jacksonville, Florida, August 2007.

Table V-6 identifies Florida Department of Transportation projections for miles and percentage of total Regional Road Network anticipated to be above 85 percent of the maximum service volume threshold, by jurisdiction. The table reveals that in 2006, 10 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 year 2022, the number of local governments in this category is projected to increase to 21.

Some communities are experiencing significantly higher percentage of Regional Road Network mileage at or above the 85 percent threshold. Currently, 22.5 percent of regional road segment road miles within the Gainesville are at or above the 85 percent threshold. Other notable jurisdictions with high percentages of Regional Road Network operating above the 85 percent threshold include: City of Alachua, at 37.0 percent; Archer, 41.1 percent; Jasper, at 100.0 percent; and Starke, at 32.2 percent.

TABLE V-6
MILES OF ROAD WITHIN 85 PERCENT AND OVER OF MAXIMUM
VOLUME CAPACITY AT ADOPTED LEVEL OF SERVICE STANDARD

JURISDICTION		TOTAL	YEAR					
			2006	2007	2011	2012	2021	2022
ALACHUA COUNTY								
Unincorporated Area	Miles	164.9	33.6	40.1	51.2	51.2	54.8	54.8
	Percent	100.0%	20.4%	24.3%	31.1%	31.1%	33.2%	33.2%
Alachua, City of	Miles	11.9	4.4	4.4	6.6	6.6	11.1	11.1
	Percent	100.0%	37.0%	37.0%	55.5%	55.5%	93.3%	93.3%
Archer	Miles	3.0	1.2	1.2	1.2	1.2	3.0	3.0
	Percent	100.0%	41.1%	41.1%	41.1%	39.5%	98.8%	98.8%
Gainesville	Miles	76.5	17.2	17.2	22.8	22.8	36.5	36.5
	Percent	100.0%	22.5%	22.5%	29.8%	29.8%	47.7%	47.7%
Hawthorne	Miles	2.7	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
High Springs	Miles	11.7	0.0	0.0	0.0	0.7	3.1	3.1
	Percent	100.0%	0.0%	0.0%	0.0%	6.0%	26.4%	26.4%
LaCrosse	Miles	2.4	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Micanopy	Miles	1.0	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Newberry	Miles	18.7	3.0	3.0	3.0	3.0	3.0	3.0
	Percent	100.0%	16.1%	16.1%	16.1%	16.1%	16.1%	16.1%
Waldo	Miles	2.7	0.0	0.0	0.0	0.0	0.0	1.3
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.6%
BRADFORD COUNTY								
Unincorporated Area	Miles	57.6	17.0	17.0	17.0	21.0	25.0	25.0
	Percent	100.0%	29.5%	29.5%	29.5%	36.5%	43.4%	43.4%
Brooker	Miles	0.8	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Hampton	Miles	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

**TABLE V-6
MILES OF ROAD WITHIN 85 PERCENT AND OVER OF MAXIMUM
VOLUME CAPACITY AT ADOPTED LEVEL OF SERVICE STANDARD**

JURISDICTION		TOTAL	YEAR					
			2006	2007	2011	2012	2021	2022
Lawtey	Miles	1.3	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Starke	Miles	9.3	3.0	3.0	4.0	4.0	5.4	5.4
	Percent	100.0%	32.2%	32.2%	42.9%	42.9%	58.0%	58.0%
COLUMBIA COUNTY								
Unincorporated Area	Miles	181.9	19.0	22.6	38.5	39.1	67.6	69.6
	Percent	100.0%	10.4%	12.4%	21.2%	21.5%	37.2%	38.3%
Fort White	Miles	3.6	0.0	0.0	2.0	2.0	2.0	2.0
	Percent	100.0%	0.0%	0.0%	55.5%	55.5%	55.5%	55.5%
Lake City	Miles	18.6	0.3	0.3	0.3	0.3	3.1	3.1
	Percent	100.0%	1.6%	1.6%	1.6%	1.6%	16.7%	16.7%
DIXIE COUNTY								
Unincorporated Area	Miles	44.5	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cross City	Miles	1.8	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Horseshoe Beach	Miles	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
GILCHRIST COUNTY								
Unincorporated Area	Miles	55.3	8.5	8.5	14.6	14.6	14.6	14.6
	Percent	100.0%	15.4%	15.4%	26.4%	26.4%	26.4%	26.4%
Bell	Miles	1.1	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Fanning Springs	Miles	1.8	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Trenton	Miles	3.9	0.0	2.0	2.0	2.0	2.0	2.0
	Percent	100.0%	0.0%	51.5%	51.5%	51.5%	51.5%	51.5%
HAMILTON COUNTY								
Unincorporated Area	Miles	84.3	0.0	0.0	0.0	3.9	13.1	13.1
	Percent	100.0%	0.0%	0.0%	0.0%	4.6%	15.5%	15.5%
Jasper	Miles	1.6	1.6	1.6	1.6	1.6	1.6	1.6
	Percent	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Jennings	Miles	2.5	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
White Springs	Miles	2.2	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
LAFAYETTE COUNTY								
Unincorporated Area	Miles	59.8	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Mayo	Miles	2.4	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
MADISON COUNTY								
Unincorporated Area	Miles	130.0	0.0	0.0	6.0	6.0	16.3	16.3
	Percent	100.0%	0.0%	0.0%	4.6%	4.6%	12.5%	12.5%
Greenville	Miles	2.2	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

**TABLE V-6
MILES OF ROAD WITHIN 85 PERCENT AND OVER OF MAXIMUM
VOLUME CAPACITY AT ADOPTED LEVEL OF SERVICE STANDARD**

JURISDICTION		TOTAL	YEAR					
			2006	2007	2011	2012	2021	2022
Lee	Miles	1.1	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Madison	Miles	5.1	0.0	0.0	0.0	0.0	0.8	0.8
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	15.2%	15.2%
SUWANNEE COUNTY								
Unincorporated Area	Miles	119.1	0.0	4.7	14.2	14.2	39.1	39.1
	Percent	100.0%	0.0%	3.9%	11.9%	11.9%	32.8%	32.8%
Branford	Miles	2.2	0.0	0.0	0.0	0.0	0.6	0.6
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	29.4%	27.3%
Live Oak	Miles	7.4	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0	0.0	0.0	0.0	0.0	0.0
TAYLOR COUNTY								
Unincorporated Area	Miles	105.4	0.0	23.7	23.7	23.7	23.7	23.7
	Percent	100.0%	0.0%	22.5%	22.5%	22.5%	22.5%	22.5%
Perry	Miles	5.3	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
UNION COUNTY								
Unincorporated Area	Miles	49.8	0.0	0.0	0.0	0.0	3.8	3.8
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	7.5%	7.6%
Lake Butler	Miles	4.3	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Raiford	Miles	1.8	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Worthington Springs	Miles	1.8	0.0	0.0	0.0	0.0	0.0	0.0
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Sources: North Central Florida Regional Planning Council, April 2008. Derived from Florida State Highway System Level of Service Report, 2006, Florida Department of Transportation, Jacksonville, Florida, August 2007.

It is recommended that the regional indicators for Regional Goal 5.1 be amended to reflect information contained in Tables V-1 through V-6.

**FLORIDA STRATEGIC INTERMODAL SYSTEM AND
TRANSPORTATION REGIONAL INCENTIVE PROGRAM**

Section 339.61, Florida Statutes, was added to Florida Statutes in 2004 creating the Florida Strategic Intermodal System. The Strategic Intermodal System consists of facilities and services of statewide and interregional significance. It includes all road segments which are part of the Florida Intrastate Highway System, interstate highways, major airports, seaports, spaceports, rail lines and rail facilities, selected intermodal facilities; passenger and freight terminals; and appropriate components of the State Highway System, county road system, city street system, inland waterways, and local public transit systems that serve as existing or planned connectors between other Strategic Intermodal System facilities. In north central Florida, roadway segments of the Strategic Intermodal System consist of all segments identified as part of the Florida Intrastate Highway System plus certain segments of the State Highway System, all of which are listed in Table V-7.

TABLE V-7

NORTH CENTRAL FLORIDA STRATEGIC INTERMODAL SYSTEM ROADWAYS

Road	From	To
I-75	Georgia border	Alachua County/Marion County line
I-10	Madison County/Jefferson County line	Columbia County/Baker County line
SR 26	U.S. 19/98	I-75
SR 100	U.S. 90	U.S. 301
SR 222	I-75	Gainesville Regional Airport
SR 329	SR 331/Williston Road	NW 8th Avenue (Gainesville)
SR 331	I-75	SR 20
U.S. 19	Madison County/Jefferson County line	Gilchrist County/Levy County line
U.S. 301	Bradford County/Clay County line	Alachua County/Marion County line
U.S. 41	I-10 to U.S. 90	I-10 to U.S. 90
U.S. 90	U.S. 41	SR 100

Source: Florida Department of Transportation, July 2008.

State Road 26 from U.S. 301 to I-75, has been removed from the Florida Intrastate Highway System. It is recommended that Table 5.10 of the regional transportation element be updated to reflect Strategic Intermodal System designations in addition to references to the Florida Intrastate Highway System.

A plan was adopted by the Florida Department of Transportation in 2005 to implement the Strategic Intermodal System. The plan states that, by 2015, 75 percent of all discretionary Florida Department of Transportation capacity enhancement funds be directed to the Strategic Intermodal System. The remaining 25 percent is to be allocated to “non-Strategic Intermodal System facilities parallel to Strategic Intermodal System facilities.... other commercial service and major reliever airports, other deepwater and major special-generator seaports, other major freight terminals and distribution centers, regional passenger terminals and highway, rail and waterway corridors servicing major regional economic centers.”⁴

The funding shift could have significant impacts in north central Florida. The Fiscal Year 2006-07 five-year Florida Department of Transportation work program, excluding the City of Gainesville, allocates \$17.1 million for local road capacity enhancements, and \$38.6 million for regional road capacity enhancements. Of the \$38.6 million, \$14.7 million is allocated to Strategic Intermodal System facilities while \$23.9 million is allocated to non-Strategic Intermodal System portions of the State Highway System.⁵ If this were the year 2010 - 2015 five-year work program, funding could shift to \$41.8 million allocated to Strategic Intermodal System facilities and \$13.9 million to local roads and non-Strategic Intermodal System Florida Highway System facilities to meet the 75/25 percent split.⁶

The Strategic Intermodal System Strategic Plan places increased emphasis on coordination of the identification and prioritization of non-Strategic Intermodal System regional facilities for the 25 percent of state discretionary transportation capacity enhancement funds not allocated to the Strategic Intermodal System. Most of the remaining 25 percent will be used to fund the Transportation Regional Incentive Program. The Transportation Regional Incentive Program was included in Senate Bill 360, which was signed into law in 2005. It was created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation will pay for 50 percent of project costs, or up to 50 percent of the nonfederal share of project costs for public transportation facility projects.

In order for counties to receive Transportation Regional Incentive Program funds, counties must become part of a regional transportation area. Section 339.155(5), Florida Statutes, allows the development of regional transportation plans in regional transportation areas in accordance with a

⁴Strategic Intermodal System Strategic Plan, Florida Department of Transportation, January 20, 2005, page 36.

⁵Florida Department of Transportation, 2007 State Transportation Improvement Program, Tallahassee, Florida.

⁶Assuming that north central Florida would be able to retain the entire \$55.7 million. Page 40 of the Strategic Intermodal System Strategic Plan notes that full implementation of the 75 Strategic Intermodal System - 25 percent non-Strategic Intermodal System split in Florida Department of Transportation funding will be implemented by the year 2010.

multi-county regional transportation authority. Regional transportation plans developed under this section of Florida Statutes must, at a minimum, identify regionally significant transportation facilities and contain a prioritized list of regionally significant projects, and the projects must be included in the capital improvements schedule of the local government comprehensive plan.

REGIONAL ROAD NETWORK

Regional Transportation Element Table 5.10, Regional Transportation Facilities, identifies road segments which comprise the Regional Road Network. The Regional Road Network is comprised of those roads deemed by the Council as necessary to promote the interjurisdictional movement of goods and persons within the region. It is comprised of all segments of the Interstate Highway System (i.e., I-10 and I-75), the U.S. Highway System (all U.S. Highways), the State Highway System (i.e., all State Roads), Hurricane Evacuation Routes, as well as all local roads which connect Developments of Regional Impact and other regional facilities to other segments of the Regional Road Network.

Unlike other segments of the regional road network, the regional plan does not identify specific road segments which comprise Local Roads Serving Regional Facilities and Developments of Regional Impact. Furthermore, it is difficult to determine which local roads for which the designation is applicable. Additionally, the Council has not used these road segments in its review of Developments of Regional Impact or local government comprehensive plans for many years. Therefore, it is recommended that the classification be deleted from Table 5.10, and that such roads no longer be considered part of the Regional Road Network.

DEVELOPMENTS OF REGIONAL IMPACT AND PROPORTIONATE SHARE

Regional plan Policies 5.1.8 and 5.1.9 require developments of regional impact to not create significant and adverse impacts to any segment, including intersections, of the Regional Road Network. Since July 1, 2007, Subsection 163.3180(12), Florida Statutes, allows Developments of Regional Impact to make a proportionate-share payment/contribution for its significant and adverse traffic impacts without requiring an amendment to the comprehensive plan of the local government of jurisdiction. The proportionate share funding provided by Development of Regional Impact developers under this section of Florida Statutes must reflect the Developments of Regional Impact share of the cost of all roadway modifications needed to ensure that regional road segments, which are otherwise significantly adversely impacted by the development, can operate at the adopted level of service standard should all of the identified modifications be constructed. Furthermore, the payment by the Development of Regional Impact developer must be sufficient to pay for at least one transportation modification without the use of additional funds from state or local government.

It is recommended that Natural Resources of Regional Significance Table 4.5 be updated to reflect the updated information contained in Table IV-7. It is further recommended that Regional Indicator 4.2.3 be updated to reflect a total of 26 first magnitude springs and that Table 4.1 of the Natural Resources of Regional Significance Element be amended to include the unnamed Ichetucknee Springs identified in Table IV-7.

In December of 2003, the Council issued a document entitled, A Review of the Florida Council of 100 Report Entitled, "Improving Florida's Water Supply Management Infrastructure". The Council document was a rebuttal to a series of recommendations calling for the development of a statewide water authority with the power to transfer surface and groundwater across regional planning council and water management district boundaries. The Council rebuttal noted that the referenced report provided insufficient information to substantiate its conclusions and recommendations. The Council report noted,

The Planning Council views water conservation, re-use, and construction of desalination plants under the current water supply planning process as better alternatives than statewide transfer of water. The Planning Council also views additional funding to accelerate the process of establishing minimum flows and levels combined with clearer legislative direction to the Florida Department of Environmental Protection with regard to its responsibility in ensuring an adequate water supply statewide as better alternatives than the establishment of a statewide water commission. Furthermore, the Planning Council continues to find the existing state policy of "local sources first" combined with the protection of minimum flows and levels for natural resource protection and future growth and economic development as the most appropriate approach to statewide water supply planning and consumption.

Aside from bottled water plants operating at several of the springs in the region, no interbasin transfer of surface or groundwater is occurring within north central Florida. It is recommended that an additional regional indicator be included with Regional Goal 4.2 which notes the number of gallons of freshwater per year which is transferred out of the region. It is further recommended that the regional indicators for Regional Goal 4.2 be updated to reflect the new data presented in Tables IV-1 through IV-7. Finally, it is recommended that a new Regional Policy 4.2.10 be added, as follows:

Policy 4.2.10. Ensure that local government comprehensive plans, Developments of Regional Impact, and requests for federal and state funds for development activities reviewed by the Council include adequate provisions for the implementation of water conservation and water re-use strategies and techniques.

FUNDING FOR CAPACITY ENHANCEMENTS

State funding for roadway modifications to the Regional Road Network is not keeping pace with demand. The Florida Department of Transportation publishes per-mile road construction cost estimates. These cost estimates can be used to estimate the cost of road improvements needed to maintain the Regional Road Network at adopted level of service standards. Tables V-8 and V-9 provide such estimates.

TABLE V-8

ESTIMATED COSTS TO UPGRADE PORTION OF REGIONAL ROAD NETWORK OPERATING OVER 100 PERCENT OF CAPACITY TO MINIMUM LEVEL OF SERVICE STANDARDS - 2007 DOLLARS*

AREA	YEARS					TOTAL
	2006	2007-2011	2012	2013-2021	2022	
Uninc. Total	\$142,650,350	\$170,409,734	\$108,319,871	\$634,185,035	\$25,631,761	\$1,081,196,751
Inc. Total	64,500,150	41,845,235	8,894,880	58,471,931	0	173,712,196
Total	207,150,500	212,254,969	117,214,751	692,656,966	25,631,761	1,254,908,947

*Excludes the City of Gainesville. Includes all regional road segments operating above capacity. Assumes 100 percent of needed modifications consists of adding 2 additional lanes to existing roadways, excluding additional traffic signals.

Source: North Central Florida Regional Planning Council, July 2008. Per mile costs for road widening, including engineering, land acquisition, and construction from District Three Average Costs for Roadway & Bridge Construction Quarterly Update, Florida Department of Transportation District 3, December 2007.

TABLE V-9

ESTIMATED COSTS TO UPGRADE REGIONAL ROAD NETWORK OPERATING AT 85 PERCENT AND OVER OF MAXIMUM VOLUME CAPACITY TO MINIMUM LEVEL OF SERVICE STANDARDS - 2007 DOLLARS*

AREA	YEARS					TOTAL
	2006	2007-2011	2012	2013-2021	2022	
Uninc. Total	\$732,645,077	\$304,311,152	\$53,485,259	\$528,231,248	\$12,050,184	\$1,630,722,920
Inc. Total	127,632,481	43,213,047	5,741,536	117,713,757	36,947,300	331,248,121
Total	860,277,558	347,524,199	59,226,795	645,945,005	48,997,484	1,961,971,041

*Excludes the City of Gainesville. Includes all regional road segments operating at or above 85 percent of capacity. Assumes 100 percent of needed modifications consists of adding 2 additional lanes to existing roadways, excluding additional traffic signals.

Source: North Central Florida Regional Planning Council, July 2008. Per mile costs for road widening, including engineering, land acquisition, and construction from District Three Average Costs for Roadway & Bridge Construction Quarterly Update, Florida Department of Transportation District 3, December 2007.

As shown in Tables V-8 and V-9, the cost of meeting and maintaining the Regional Road Network at the adopted level of service standard is substantial. Excluding the City of Gainesville, the estimated average annual cost ranges between \$73.8 to \$115.4 million, not adjusting for inflation.⁸ Meanwhile, the Florida Department of Transportation Fiscal Year 2006-07 five-year work program schedules \$7.7 million for transportation capacity enhancements, exclusive of the City of Gainesville, to the Regional Road Network.⁹ In some ways, the gap between available funds and needed funds is understated in the above example. The estimated unmet need for the years between 2006 and 2011 ranges between \$69.9 to \$201.3 million, while available Florida Department of Transportation funds average approximately \$7.7 million per year.

North central Florida local governments are not financially able to fund this shortfall. The 2006 regionwide taxable value was \$17,131,233,000.¹⁰ Assuming all county governments levied a 10 mil tax rate, the maximum amount of revenue which could be generated equals \$171.1 million per year. However, several north central Florida counties ad valorem tax rates are already near the 10 mil cap.

The Council estimates that in 2006, north central Florida county governments collected \$153.8 million in ad valorem revenues, leaving an untapped “surplus” of approximately \$17.3 million which could be raised by increasing all county millage rates to 10 mils.¹¹ 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 \$5.8 million, raising the local government theoretical total to \$23.1 million per year, well short of the estimated need.

⁸These figures include addressing an existing \$207.1 to \$860.3 million backlog.

⁹North Central Florida Regional Planning Council, April 2008. Derived from Florida Department of Transportation 2007 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.

¹⁰Florida Statistical Abstract 2006, Bureau of Business and Economic Research, University of Florida, Table 23.91.

¹¹North Central Florida Regional Planning Council, April 2008. Derived from Florida Statistical Abstract 2007, Bureau of Business and Economic Research, University of Florida, Tables 23.91 and 23.93.

TRANSPORTATION CONCURRENCY EXCEPTION AREAS, TRANSPORTATION CONCURRENCY MANAGEMENT AREAS, MULTIMODAL TRANSPORTATION DISTRICTS, PROJECTS THAT PROMOTE PUBLIC TRANSPORTATION, AND PROPORTIONATE FAIR SHARE

Section 163.3180(5), Florida Statutes, waives transportation concurrency requirements within Transportation Concurrency Exception Areas. In establishing this exception, Section 163.3180(5), Florida Statutes, notes:

The Legislature finds that under limited circumstances dealing with transportation facilities, countervailing planning and public policy goals may come into conflict with the requirement that adequate public facilities and services be available concurrent with the impacts of such development. The Legislature further finds that often the unintended result of the concurrency requirement for transportation facilities is the discouragement of urban infill development and redevelopment. Such unintended results directly conflict with the goals and policies of the state comprehensive plan and the intent of this part. Therefore, exceptions from the concurrency requirement for transportation facilities may be granted as provided by this subsection.

This section of Florida Statutes also allows exception from concurrency for specific developments which promote public transportation and are located within an areas designated in local government comprehensive plans for urban infill development, urban redevelopment, or downtown revitalization. Rule 9J-5.055(6), Florida Administrative Code, notes that in order to establish a Transportation Concurrency Exception Area for urban infill development, no more than 10 percent of the property within the Transportation Concurrency Exception Area can be developable vacant land. Furthermore, if 60 percent or more of the area is composed of residential land use, the dwelling unit density of the residential land use must be at least 5 units pre acre. If at least 60 percent of the developed area comprises nonresidential land, then the floor area ratio of the developed non-residential land must be at least 1.0.

Similar to Transportation Concurrency Exception Areas, Transportation Concurrency Management Areas are also designed to promote infill development and redevelopment. Transportation Concurrency Management Areas, as authorized by Subsection 163.3180(7), Florida Statutes, are compact geographic areas with an existing network of roads where multiple, viable alternative travel paths or modes are available. Designation as a Transportation Concurrency Management Area in a local government comprehensive plan allows the application of an areawide level of service standard, rather than by individual road segments.

Subsection 163.3180(15), Florida Statutes, provides alternative transportation concurrency requirements within Multimodal Transportation Districts. A multimodal district is a geographic area identified in local government comprehensive plans where primary priority is placed on “assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to

transit”¹² Communities must incorporate community design features that reduce vehicular usage while supporting an integrated multimodal transportation system. Common elements include the presence of mixed-use activity centers, connectivity of streets and land uses, transit-friendly design features, and accessibility to alternative modes of transportation.

Subsection 163.3180(15)(b), Florida Statutes, allows local governments to grant an exception from the concurrency requirement for transportation facilities for projects that are otherwise consistent with the local government comprehensive plan which promote public transportation. The exception is limited to projects which promote public transit or are located within an area designated in the comprehensive plan for urban infill development; urban redevelopment, downtown revitalization or within an urban infill and redevelopment area pursuant to section 163.2517, Florida Statutes.

Subsection 163.3180(16), Florida Statutes, allows developers to satisfy transportation concurrency requirements by contributing or paying proportionate fair-share mitigation. The amount of mitigation is determined through a transportation impact study of the project to determine which road segments will fail to meet level of service standards as a result of the development, what it will cost to modify the failing facilities to meet level of service standards, and what proportion of the trips on the failing road network are attributable to the project. The percentage is multiplied by the costs of the transportation projects needed to restore level of service for the failing facilities to determine an amount of money, which is the developer’s proportionate-fair share payment. Such transportation modifications identified as mitigation for traffic impacts must either be included in either the 5-year schedule of capital improvements in the capital improvements element, the long-term concurrency management system, or in the 5-year schedule of capital improvements in the next regularly scheduled update of the capital improvements element of the local government comprehensive plan. The local government of jurisdiction must fund that portion of the cost which is not covered by the developer.

Transportation concurrency exception areas, transportation concurrency management areas, multimodal transportation districts, projects that promote public transportation, and proportionate fair share are unlikely to be used outside of the City of Gainesville and Alachua County within north central Florida. Most north central Florida municipalities can be characterized as having populations less than 10,000 and centered around one or two regional roads which serve a great deal of inter-region, or thru-traffic with little opportunity to provide public transit and limited funds to match a developer’s proportionate fair share proposal. As the background traffic on these segments of the Regional Road Network increases, the remaining unused capacity of regional road segments within these jurisdictions is consumed. As the excess capacity is consumed by thru-traffic, the lowered unused excess capacity diminishes the opportunity for new development within their communities due to adverse impacts to the Regional Road Network.

¹²Section 163.3180(15), Florida Statutes.

BEST MANAGEMENT PRACTICES

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

Enhance Road Network Connectivity by

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

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

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

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

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

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

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

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

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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Develop Multimodal Transportation Systems by

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

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

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

Establishing a local public mass transit system.

It is recommended that the regional plan contain a new goal and policy which recognizes local government comprehensive plans which include such policies as providing adequate mitigation to the regional road network for local government comprehensive plans and comprehensive plan amendments for municipalities, urban development areas, and urban service areas.

REGIONAL REVIEW OF REGIONAL ROAD NETWORK IMPACTS

In its review of local government comprehensive plan amendments, the Council has based its determination of potential adverse impacts to the Regional Road Network by examining impacts to regional road segments located within one-half mile of the subject property of the amendment. Typically, the closest segment is analyzed as well the adjoining segments to the closest segment. Council analysis assumes that the subject property would be developed to the maximum allowable intensity of use permitted by the Future Land Use Map category. The Council analysis does not include a trip distribution, although the Council will use a trip distribution if provided by the local government. Instead, the Council examines what would happen if all of the trips went in both directions. If the resulting analysis finds that a segment of the regional road network will not meet level of service standards, the Council includes an Objection in its report to the Florida Department of Community Affairs and requests that the amendment be reviewed. The Council typically recommends that the local government conduct a trip distribution analysis for the amendment and should the amendment result in adverse impacts, modify the amendment to prevent the adverse impacts. Such modification could include a reduction in the size of the subject property, a reduction in maximum allowable intensity of use, or a lowering of the adopted level of service standard of the impacted regional road segments if the road segment is not part of the Strategic Intermodal System. It is not recommended that the Council formalize its method of review by including a policy to this effect in the Regional Transportation Element.

A FOUR-PRONG APPROACH TO REGIONAL REVIEW OF LOCAL GOVERNMENT COMPREHENSIVE PLANS AND PLAN AMENDMENTS

The net effect of the recommended policy modifications to the regional plan will result in a four-prong approach to regional review of local government comprehensive plans and comprehensive plan amendments.

First, in order to encourage urban development within urban areas, the regional plan would recognize that the impacts to the regional road network are adequately mitigated for local government comprehensive plans and plan amendments which include policies implementing transportation best management practices in municipalities, urban service areas, and urban development areas.

Second, if the comprehensive plan or plan amendment is located within a municipality, urban service area, or urban development area in which the local government comprehensive plan or plan amendment does not contain policies implementing transportation best management practices, then the existing Council approach of analyzing impacts to segments of the Regional Road Network located within one-half mile of the subject property would apply.

Third, if the local government comprehensive plan or plan amendment is not located within a municipality, urban service area, or urban development area, then the existing Council approach of analyzing impacts to segments of the regional road network located within one-half mile of the subject property would apply.

Fourth, since Florida Statutes supercedes regional goals and policies, impacts to the Regional Road Network would be considered to be adequately mitigated for local government comprehensive plans and plan amendments within areas subject to concurrency mitigation and compliance programs authorized by Florida Statutes.

TWO ALTERNATIVE APPROACHES TO REGIONAL REVIEW OF DEVELOPMENTS OF REGIONAL IMPACT

The net effect of the recommended policy modifications to the regional plan will result in two alternative approaches for Developments of Regional Impact to mitigate significant and adverse impacts to the Regional Road Network. First, significant and adverse impacts will be adequately mitigated if the local government development order contains conditions which maintain the minimum level of service standard for all significantly and adversely impacted segments of the Regional Road Network. Second, since Florida Statutes supercedes regional goals and policies, impacts to the Regional Road Network will be adequately mitigated when the local government development order contains conditions which implement the proportionate share provisions of Subsection 163.3180(12), Florida Statutes.

RECOMMENDED MODIFICATIONS TO REGIONAL GOALS, POLICIES, AND INDICATORS

It is recommended that existing Regional Goal 5.1 and its associated policies be amended. It is also recommended that a new regional goal and associated policies be added to the Regional Transportation Element, as follows.

~~**REGIONAL GOAL 5.1.** Maintain a regional road network which operates at or above the minimum level of service standard contained in local government comprehensive plans for those segments located outside Transportation Concurrency Exception Areas.~~

Regional Indicators

- ~~1. As of January, 1999, 2.5 percent of the north central Florida regional road network, exclusive of FHHS-designated roads, operated below the minimum operating level of service standard identified in local government comprehensive plans.~~
- ~~2. As of January, 1999, 3.9 percent of that portion of the north central Florida regional road network comprised of FHHS-designated roads operated below the minimum operating level of service standard established by the Florida Department of Transportation.~~

~~3. As of January, 1999, 8.4 percent of the north central Florida regional road network, comprised of non-FHIS roads, are anticipated to drop below the minimum operating level of service standard identified in local government comprehensive plans by 2011.~~

~~4. As of January, 1999, 13.9 percent of that portion of the north central Florida regional road network comprised of FHIS-designated roads, are anticipated to drop below the minimum operating level of service standard established by the Florida Department of Transportation by 2011.~~

~~**Policy 5.1.1.** Provide technical assistance to local governments in preparing and updating Traffic Circulation elements in local government comprehensive plans.~~

~~**Policy 5.1.2.** Coordinate with the Florida Department of Transportation regarding proposed improvements to the regional road network to assure consistency with local government comprehensive plans.~~

~~**Policy 5.1.3.** Review proposals for road widening and new transportation corridors for impacts upon natural resources of regional significance and adjacent local governments.~~

~~**Policy 5.1.4.** Provide technical assistance to local governments seeking funds for transportation improvements.~~

~~**Policy 5.1.5.** Provide technical assistance to the Gainesville Urban Area Metropolitan Transportation Planning Organization.~~

~~**Policy 5.1.6.** Develop recommended local government development orders for Developments of Regional Impact which mitigate adverse impacts of the development upon regionally significant transportation facilities.~~

~~**Policy 5.1.7.** Mitigate adverse impacts of development upon regional transportation facilities.~~

~~**Policy 5.1.8.** Mitigate impacts created by development so as to maintain the minimum level of service standard on the Florida Intrastate Highway System (FHIS) as established by the Florida Department of Transportation.~~

~~**Policy 5.1.9.** Mitigate impacts created by development so as to maintain the minimum adopted level of service standard on non-FHIS roads identified in this plan as significant regional transportation facilities as established in local government comprehensive plans.~~

~~**Policy 5.1.10.** Coordinate with state agencies to identify reserved or dedicated rights-of-way to protect critical transportation corridors.~~

~~**Policy 5.1.11.** Develop a mechanism by which regional transportation priorities are defined and understood among all counties that are not represented by the Metropolitan Transportation Planning Organization for the Gainesville Urban Area.~~

~~**Policy 5.1.12.** Direct future transportation improvements to aid in the management of growth and that promote economic development in designated areas.~~

~~**Policy 5.1.13.** Minimize the impacts of development within TCEAs to segments of the regional road network located outside TCEAs.~~

~~**Policy 5.1.14.** Minimize the impacts of development within TCEAs to local road segments located outside TCEAs either identified or functioning as arterials and when located beyond the jurisdiction of the local government enacting TCEAs.~~

REGIONAL GOAL 5.1. Mitigate the impacts of development to the Regional Road Network.

Regional Indicators:

1. In 2006, 43.4 miles, or 3.4 percent, of the north central Florida Regional Road Network did not meet the minimum operating level of service standard contained in local government comprehensive plans.
2. In 2006, 27.4 miles, or 6.4 percent, of Strategic Intermodal System roadways within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
3. In 2006, 16.0 miles, or 1.9 percent, of State Highway System roads which were not part of the Strategic Intermodal System within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
4. In 2006, 10 of the 44 local governments in the region had within their jurisdiction have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans.
5. In 2006, 21 of the 44 local governments in the region are projected to have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans by the year 2022.

Policy 5.1.1. Adverse impacts to those segments of the Regional Road Network which are designated as part of the State Highway System and which are subject to local government concurrency mitigation and compliance programs authorized by Florida Statutes are adequately mitigated by local government comprehensive plans when such plans contain goals and policies which implement such programs.

Policy 5.1.2. Adverse impacts to the Regional Road Network designated as part of the State Highway System within municipalities, urban service areas, and urban development areas where such roads not subject to concurrency mitigation and compliance programs authorized by Florida Statutes are adequately mitigated where the local government comprehensive plan contains policies designed implement best management practices which enhance road network connectivity, provide parallel local routes to the Regional Road Network, incorporate access management strategies, and develop multimodal transportation systems.

Policy 5.1.3. Adverse impacts to the Strategic Intermodal System within municipalities, urban service areas, and urban development areas are adequately mitigated by local government comprehensive plans not consistent with Regional Policy 5.1.2 when such local government comprehensive plans contain goals and policies which maintain the minimum level of service standards on the Strategic Intermodal System as established by the Florida Department of Transportation.

Policy 5.1.4. Adverse impacts to the Strategic Intermodal System outside municipalities, urban service areas, and urban development areas where such roads are not subject to concurrency mitigation and compliance programs authorized by Florida Statutes are adequately mitigated by local government comprehensive plans which contain goals and policies that maintain the minimum level of service standard as established by the Florida Department of Transportation.

Policy 5.1.5. Adverse impacts to that portion of the State Highway System which is not part of the Strategic Intermodal System within municipalities, urban service areas, and urban development areas where such roads are not subject to concurrency mitigation and compliance programs authorized by Florida Statutes are adequately mitigated by local government comprehensive plans not consistent with Regional Policy 5.1.2 when such local government comprehensive plans contain goals and policies which maintain the adopted level of service standard as established in local government comprehensive plans for said roads.

Policy 5.1.6. Adverse impacts to that portion of the State Highway System which is not part of the Strategic Intermodal System outside municipalities, urban service areas, and urban development areas where such roads are not subject to concurrency mitigation and compliance programs authorized by Florida Statutes are adequately mitigated by local government comprehensive plans which contain goals and policies that maintain the minimum level of service standard established in local government comprehensive plans.

Policy 5.1.7. Adverse impacts to roads designated as Hurricane Evacuation Routes which are not part of the State Highway System are adequately mitigated by local government comprehensive plans which contain goals and policies that maintain the minimum hurricane evacuation clearance times established in local government comprehensive plans.

Policy 5.1.8. Adverse impacts to roads designated as Hurricane Evacuation Routes which are also part of the State Highway System are adequately mitigated by local government comprehensive plans which are consistent with Regional Policies 5.1.1 through 5.1.6, as applicable, and which also contain goals and policies which are consistent with Regional Policy 5.1.7.

Policy 5.1.9. The significant and adverse transportation impacts created by Developments of Regional Impact to the State Highway System shall be considered adequately mitigated when Development of Regional Impact local government development orders contain conditions which either maintain the minimum level of service standard for all significantly and adversely impacted portions of the State Highway System, or where the Development of Regional Impact mitigates its proportionate share of significant and adverse transportation impacts in a manner consistent with Subsection 163.3180(12), Florida Statutes. For the Strategic Intermodal System, the minimum level of service standard shall be as established by the Florida Department of Transportation. For that portion of the State Highway System which is not part of the Strategic Intermodal System, the minimum level of service standard shall be as designated in local government comprehensive plans.

Policy 5.1.10. The significant and adverse transportation impacts created by Developments of Regional Impact to Regional Road Network segments designated as Hurricane Evacuation Routes which are not part of the State Highway System shall be considered adequately mitigated when Development of Regional Impact local government development orders contain conditions which assure that said routes will maintain minimum hurricane evacuation times established in local government comprehensive plans.

Policy 5.1.11. The significant and adverse transportation impacts created by Developments of Regional Impact to Regional Road Network segments designated as Hurricane Evacuation Routes which are part of the State Highway System shall be considered adequately mitigated when:

1. Development of Regional Impact local government development orders contain conditions which either maintain the minimum level of service standard on the Regional Road Network for all significantly and adversely impacted Regional Road Network segments, or where the Development of Regional Impact mitigates its proportionate share of significant and adverse transportation impacts in a manner consistent with Subsection 163.3180(12), Florida Statutes. For that portion of the Strategic Intermodal System, the minimum level of service standard shall be as established by the Florida Department of Transportation. For that portion of the State Highway System which is not part of the Strategic Intermodal System, the minimum level of services standard shall be as designated in local government comprehensive plans; and

2. Development of Regional Impact local government development orders contain conditions which assure that said routes will maintain minimum hurricane evacuation clearance times established in local government comprehensive plans.

It is recommended that the following goal and policies be added to the regional plan.

REGIONAL GOAL 5.X. Coordinate with and assist state agencies, transportation planning organizations and local governments.

Regional Indicator:

As of January 2008, the Council provides staff services to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Policy 5.X.1. Provide technical assistance to local governments in preparing and updating Traffic Circulation Elements in local government comprehensive plans.

Policy 5.X.2. Coordinate with the Florida Department of Transportation regarding proposed improvements modifications to the Regional Road Network to assure consistency with local government comprehensive plans.

Policy 5.X.3. Review proposals for road widening and new transportation corridors for impacts upon natural resources of regional significance and adjacent local governments.

Policy 5.X.4. Provide technical assistance to local governments seeking funds for transportation improvements modifications.

RECOMMENDED DEFINITIONS

It is recommended that the following definitions be added to the Glossary of the regional plan.

Adverse Transportation Impact. When a transportation facility is projected to be operating below the adopted level of service standard contained in the local government comprehensive plan.

Concurrency Mitigation and Compliance Programs. Transportation concurrency mitigation and compliance programs consist of Transportation Concurrency Exception Areas pursuant to Subsection 163.3180(5), Florida Statutes; Transportation Concurrency Mobility Areas pursuant to Subsection 163.3180(7), Florida Statutes; Long-Term Concurrency Management Systems pursuant to Subsection 163.3180(9), Florida Statutes; Multimodal Transportation Districts pursuant to Subsection 163.3180(15), Florida Statutes; Projects that Promote Public Transportation pursuant to Subsection 163.3180(15)(b), Florida Statutes; Proportionate Fair Share Mitigation pursuant to Subsection 163.3180(16), Florida Statutes; and the Workforce Housing Exemption pursuant to Subsection 163.3180(17), Florida Statutes.

Concurrency Management System. An ongoing mechanism which ensures that public facilities and services needed to support development are available concurrent with the impacts of such development.

Multimodal Transportation District. A district delineated on a local government comprehensive plan future land use map for which the local comprehensive plan assigns secondary priority to vehicle mobility and primary priority to assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit, pursuant to Section 163.3180(15), Florida Statutes.

Projects that Promote Public Transportation. Projects that directly affect the provisions of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), office buildings or projects that include fixed-rail or transit terminals as part of the building, and projects which are transit oriented and designed to complement reasonably proximate planned or existing public facilities.

Regional Road Network. Road segments identified in Table 5.10 of the North Central Florida Strategic Regional Policy Plan. The Regional Road Network also includes all intersections contiguous to the road segments identified in Table 5.10.

Significant Transportation Impact. When traffic from a Development of Regional Impact uses 5.0 percent or more of the adopted peak hour level of service maximum service volume of a transportation facility.

Significant and Adverse Transportation Impact. When traffic from a Development of Regional Impact uses 5.0 percent or more of the adopted peak hour level of service maximum service volume of a transportation facility and the transportation facility is operating or projected to be operating below the adopted level of service standard contained in the local government comprehensive plan.

Transportation Concurrency Exception Area. An area delineated in a local government comprehensive plan future land use map which includes lands appropriate for compact, contiguous urban development, which is served or is planned to be served with public facilities and services as provided by the capital improvements element, pursuant to Section 163.3180, Florida Statutes.

Transportation Concurrency Management Area. An alternative transportation concurrency approach to promote infill development or redevelopment within selected portions of urban areas in a manner that supports the provision of more efficient mobility alternatives, including public transit, pursuant to Section 163.3180, Florida Statutes. This compact geographic area with existing or proposed multiple, viable alternative travel paths or modes for common trips may employ the use of an areawide level of service standard.

Urban Development Area. A mapped area on a local government comprehensive plan future land use map which identifies areas planned for future urban development. Sometimes referred to as a Designated Urban Development Area or an Urban Service Area in local government comprehensive plans.

**REGIONAL GOAL 5.2. MITIGATE ADVERSE IMPACTS TO REGIONAL
TRANSPORTATION FACILITIES ASSOCIATED WITH ENROLLMENT GROWTH
AT THE UNIVERSITY OF FLORIDA.**

REGIONAL INDICATORS

For regional indicator 5.2.1, no change has occurred since the last update to the regional plan. The University still has no off-campus parking areas. For Regional Indicators 5.2.2 and 5.2.3, the readily available data is not directly comparable. Therefore, progress towards goal implementation cannot be readily determined based on these two regional indicators. However, the data which is available suggests that progress has been made towards implementing the regional goal.

UNIVERSITY OF FLORIDA CAMPUS MASTER PLAN

Section 1013.30, Florida Statutes, requires State universities to prepare and regularly update a campus master plan to address, among other things, the impacts of campus development upon roads, sewer and water, solid waste, drainage, public transit, and parks and recreation of affected local governments. The data and analysis on which the plan is based must identify the projected impacts of campus development on off-site infrastructure. In addition, Section 1013.30(5), Florida Statutes, requires the campus master plan to be consistent with the State Comprehensive Plan and not in conflict with local government comprehensive plans. In 2006, the Council reviewed a proposed update to the plan, which covers the period between 2005 and 2015.

Section 1013.30, Florida Statutes, requires universities and applicable local governments to enter into Campus Development Agreements. The agreement must identify any deficiencies in service which the proposed campus development will create or to which it will contribute within a specifically defined area surrounding a university (i.e., the Context Area) and identify all modifications to facilities and services necessary to eliminate the identified deficiencies. Section 1013.30(13), Florida Statutes, states that the University of Florida Board of Trustees is responsible for paying its fair share of the costs for removing deficiencies to affected services and facilities. Identification of the fair share of the University must be included in the Campus Development Agreement. It is anticipated that the current Campus Development Agreement will be amended to address impacted facilities identified in the proposed Campus Master Plan. Once the Campus Development Agreement is completed, all campus development may proceed without further review by the host local government provided such development is consistent with the adopted campus master plan and associated campus development agreement.

Although the primary focus of campus master planning process is the relationship between the University and its host local government(s), regional planning councils are involved in the campus plan review process. Section 1013.30(6), Florida Statutes, requires the University to submit a copy of its draft master plan to the Council for review. Furthermore, Section 1013.30(1), Florida Statutes, identifies the Council as an affected person. Affected persons who comment on the draft plan can petition the Board of Trustees if their concerns are not adequately addressed in the adopted version of the plan. Council review examines the effect and relationship of the Campus Master Plan on regional facilities as well as the goals and policies of the regional plan.

The University of Florida draft Campus Master Plan forecasts a student enrollment increase of 4,374 students, from 45,126 students in 2004 to 49,500 in 2015. The plan similarly projects an increase of 2,443 faculty/staff employment, from 22,211 in 2004 to 24,654 in 2015. In conjunction with increased enrollment and faculty/staff employment, the number of on-campus parking spaces is expected to increase from 23,464 spaces in 2004 to 25,362 in 2015, a net increase of 1,898 spaces. Most of the new parking spaces are proposed to be constructed near Ben Hill Griffin, Jr., Stadium and the Stephen C. O'Connell Center adjacent to State Road 26, as well as along State Road 24 (Archer Road).

CONTEXT AREA

Rule 6C-202(3), Florida Administrative Code, defines the Context Area as an area surrounding the University, within which on-campus development may impact local public facilities and services and natural resources, and within which off-campus development may impact university resources and facilities. The size of the Context Area may be defined by natural or man-made functional or visual boundaries, such as areas of concentration of off-campus student-oriented housing and commercial establishments, stormwater basins, habitat range, or other natural features.

IMPACTS TO REGIONAL TRANSPORTATION FACILITIES

Regional Goal 5.1 and its associated policies seeks to maintain a regional road network which operates at or above the minimum level of service standard contained in local government comprehensive plans for those segments located outside Transportation Concurrency Exception Areas.

The following segments of the regional road network within the Context Area as operating below the adopted minimum level of service standard contained in local government comprehensive plans by 2015:

1. I-75 from the southern Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area boundary to State Road 222 (NW 39th Avenue);
2. U.S. 441 (W. 13th Street) from State Road 24 (Archer Road) to NW 29th Avenue;
3. State Road 24 (Archer Road) from SW 75th Street to SW 16th Avenue;
4. State Road 26 (W. Newberry Road) from NW 122nd Street to NW 8th Avenue;
5. State Road 121 (W. 34th Street) from State Road 331 to NW 16th Avenue; and
6. State Road 331 (Williston Road) from SW 8th Avenue to U.S. 441 (W. 13th Street).

Excluding Interstate Highway 75, over 90 percent of these road segments are located within one or more City of Gainesville Transportation Concurrency Exception Areas. Therefore, adverse impacts are anticipated to occur to portions of the regional road network located outside a City Transportation Concurrency Exception Area. Regional Goal 5.2 and its associated policies require mitigation of adverse impacts to regional transportation facilities associated with enrollment growth at the University of Florida. With regards to mitigating transportation impacts, the proposed Campus Master Plan contains policy direction which is generally consistent with the policy direction contained in the regional plan.

TRANSPORTATION DEMAND MANAGEMENT

Regional Plan Policy 5.2.5 seeks implementation of transportation demand management strategies such as carpools, vanpools, public transit, bicycling, incorporating public transit costs in University of Florida student activity fees, and walking to encourage use of the multimodal corridors for modes of travel other than single-occupant automobiles.

One of the most significant developments mitigating University-related transportation impacts in the last 10 years is the implementation of an agreement between the Gainesville Regional Transit System and the University to provide University students and employees with prepaid, unlimited access to transit service. The agreement has led to enhancements to the Gainesville Regional Transit System service, including an increase in number of buses, a decrease in headtimes (intervals between buses), and expanded hours of operation for certain bus routes heavily used by University students. A student transportation fee was added in 1998 at a rate of \$0.19 per credit hour to pay for the additional service. The fee has been increased over the years to a rate of \$4.24 per credit hour in the 2005-2006 school year. As a result, Gainesville Regional Transit System bus ridership has increased from 2.9 million passengers in 1998 to 8.1 million in 2004. The Campus Master Plan Transportation Element contains a number of policies continuing the relationship between the University and Gainesville Regional Transit System. The Gainesville Regional Transit System-University of Florida agreement is consistent with Regional Plan Policy 5.2.5.

OFF-CAMPUS PARK-AND-RIDE

Regional Plan Policy 5.2.1 calls for the construction of off-campus parking lots/garages and the operation of shuttle buses between the off-campus parking and the University campus. The University operates two park-and-ride facilities on the western edge of its main campus (Park and Ride Lot #1, located near SW 34th Street at the Cultural Plaza, and Park and Ride Lot #2, located on Hull Road west of SW 34th Street). Furthermore, campus shuttle buses connect the park and ride lots, as well as other on-campus parking facilities, to the main campus. Additionally, Campus Master Plan Transportation Element Policy 3.1 of Goal 2.0 calls for the University to participate with the City and the County and the Gainesville Regional Transit System to examine the feasibility of park and ride facility development and expanded transit service. While the Campus Master Plan proposes the construction of an additional 1,000 parking space near the Ben Hill Griffin, Jr., Stadium and the Stephen C. O'Connell Center adjacent to State Road 26, it also proposes the construction of an additional 888 parking spaces in the western portion of the campus in areas which are currently used, essentially, as park and ride facilities (see Illustration 4).

Although the University has established and is proposing to expand its park and ride facilities, the current and proposed parking facilities continue to require automobile drivers to use roads which are, or are projected to be, operating below the minimum level of service standard contained in local government comprehensive plans by 2015. The intent of Regional Plan Policy 5.2.1 is to construct off-campus park-and-ride facilities located near the perimeter of the context area, or possibly further from campus, thereby reducing congestion on segments of the regional road network located near the University. Nevertheless, the Campus Master Plan Transportation Element Data and Analysis Report notes a trend of student populations moving from west of Interstate Highway 75 to areas closer to campus in the downtown and the West 13th Street corridor. Such movement may make the establishment of park-and-ride facilities unfeasible if located a significant distance from student residences.

ON-CAMPUS HOUSING

Regional Plan Policy 5.2.2 calls for increasing the percentage of students living in on-campus dormitories from the 1999-2000 school year level of 16.0 percent. Information contained in the Campus Master Plan indicates that on-campus housing is currently available for approximately 22 percent of the student population. The Housing Data and Analysis Report notes that an additional 835 housing units are needed to maintain the current percent level. In conjunction with increased enrollment, the Capital Improvements Element of the Campus Master Plan calls for two on-campus housing construction projects with the intent of increasing the number of students residing on campus by approximately 800. One of the projects is only partially funded and the other project is completely unfunded. Nevertheless, should neither of these two on-campus housing projects be constructed, the percentage of students housed on-campus will be 20.3 percent in 2015, which is above the 16.0 percent level specified in Regional Plan Policy 5.2.2. However, Regional Policy 5.2.2 references students living in non-fraternity on-campus housing. It is recommended that this policy be revised to reflect the percentage of students housed on-campus in both University-owned and fraternity housing.

EVENING CLASSES

Regional Plan Policy 5.2.3 calls for an evening division of classes in order to reduce off-campus impacts on the regional road network during peak hour traffic periods. The 2005-2015 Campus Master Plan Transportation Element Policy 7.4 states that the University shall continue to expand, where appropriate, distance learning and evening class offerings to reduce the peak hour travel demand and its impact on roads and parking. Additionally, the University Campus Master Plan Data and Analysis report indicates that, during 2005, 642 class meetings occurred after 5:00 pm on weeknights. The report notes that this represents an increase of 49 class meetings since 1999, and that 274 more students were served by evening classes in 2005 compared to 1999.

PROHIBITIONS ON FRESHMEN PARKING ON-CAMPUS

Regional Plan Policy 5.2.6 calls for the university to adopt measures such as prohibiting freshmen from purchasing parking decals to park on campus in order to reduce the demand for parking facilities and encouraging freshmen to use public transit, bicycles, and walking while traveling to and from the University area.

While not explicitly referencing freshmen, Campus Mater Plan Transportation Element Policy 4.1 of Goal 2.0 calls for the University to restrict parking overall availability for lower division students, combined with incentives and opportunities to use public transit, as an alternative to driving. This policy is consistent with Regional Plan Policy 5.2.6.

THE LIVABLE COMMUNITY REINVESTMENT PLAN

Regional Plan Policy 5.5.3 calls for the Council to assist the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in implementing the vision statement contained in its Gainesville Metropolitan Area Year 2025 Transportation Plan entitled, The Livable Community Reinvestment Plan. The plan serves as a policy and program guide for the development of the Gainesville Metropolitan Area transportation system over the next 20 years. The plan also guides the City of Gainesville and Alachua County in the update of their growth management plans and the Florida Department of Transportation in the preparation of its five-year work program. As such, the plan outlines the priority list of transportation projects which can be funded with available revenue sources over the next 20 years.

The plan includes a strategic vision for integrating transportation and land use decisions in the Gainesville area. The vision statement for the 2025 Transportation Plan is to “make transportation improvements that support livable community centers and neighborhoods by:

1. Reinvesting in the traditional core areas of Gainesville and the towns of Alachua County to develop walkable downtown centers;
2. Connecting a limited number of highly developed mixed use centers; and
3. Providing a high level of premium transit service in a linear Archer Road corridor.”

The Livable Community Reinvestment Plan notes that the transportation system is the framework upon which the economic strength of the Gainesville Metropolitan Area, its development character, and its continued quality of life rests. Transportation decisions made in the past have shaped the way the area has developed and how it continues to grow today. Decisions made today will shape how the area grows and how its transportation system will function in the future. As the economic and institutional center of north central Florida, the successful implementation of The Livable Community Reinvestment Plan strategic vision statement is of regional importance.

The Year 2025 Long Range Transportation Plan of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area includes recommended transportation modifications for the SW 20th Avenue/Student Village Area. Policy 1.1.1 of the recently-amended Campus Master Plan Transportation Element states that the University will cooperate with Gainesville, Alachua County, the Florida Department of Transportation, and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the planning, implementation, and updating of multimodal strategies and projects outlined in the 2025 Long Range Transportation Plan. Regional Policy 5.5.1 calls for the Council to coordinate with Gainesville Regional Transit System, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the University, Gainesville, and Alachua County to assist in implementing the Livable Communities Reinvestment Plan. Therefore, the Campus Master Plan is consistent with Livable Communities Reinvestment Plan and Regional Goal 5.5 and Policy 5.5.1 of the regional plan.

**RECOMMENDED MODIFICATIONS TO REGIONAL GOALS, POLICIES,
AND INDICATORS**

It is recommended that the regional indicators for Regional Goal 5.2 be updated to reflect the latest available information, as follows:

- 1. ~~During the 1999-2000 school year, the University of Florida had no off-campus parking areas~~ During the fall 2004 semester, the University of Florida had no off-campus parking areas.

- 2. ~~During the fall, 1999 semester, the University of Florida offered 593 class sessions with a duplicated enrollment of 20,357 beginning after 5:00 pm on week nights~~ During 2005, 542 class meetings occurred after 5:00 pm on weeknights.

- 3. ~~During the 1999-2000 school year, 16.0 percent of University of Florida students lived in on-campus dormitories~~ During the fall 2004 semester, 22.0 percent of University of Florida students lived on-campus in either university housing, housing for college fraternities, or housing for college sororities.

It is recommended that Regional Policy 5.2.2 be amended as follows:

Policy 5.2.2. Increase the percentage of students living in on-campus dormitories from the 1999-2000 school year level of 16.0 percent. Maintain the percentage of students living on-campus at 22.0 percent.

It is recommended that Regional Policy 5.2.4 be amended, as follows:

Policy 5.2.4. Complete multimodal corridor studies as soon as possible for the following roads:

- ~~A. State Road 26 from west of Interstate 75 east to State Road 24;~~
- ~~B. U.S. 441 from State Road 331 north to NW 6th Street;~~
- ~~C. State Road 121 from State Road 331 north to U.S. 441; and~~
- ~~D. State Road 24 from SW 75th Street east to U.S. 441.~~

- A. I-75 from the southern Gainesville Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area boundary to State Road 222 (NW 39th Avenue);
- B. U.S. 441 (W. 13th Street) from State Road 24 (Archer Road) to NW 29th Avenue;
- C. State Road 24 (Archer Road) from SW 75th Street to SW 16th Avenue;
- D. State Road 26 (W. Newberry Road) from NW 122nd Street to NW 8th Avenue;
- E. State Road 121 (W. 34th Street) from State Road 331 to NW 16th Avenue; and
- F. State Road 331 (Williston Road) from SW 8th Avenue to U.S. 441 (W. 13th Street).

It is recommended that a new Regional Policy 5.2.6 be added, as follows:

Policy 5.2.6. Encourage the University of Florida to determine the Context Area for the University Campus Master Plan based on the transportation impact analysis methodology used for Developments or Regional Impact.

REGIONAL GOAL 5.3. MAXIMIZE THE USE OF THE GAINESVILLE REGIONAL AIRPORT BEFORE DEVELOPING A NEW REGIONAL AIRPORT.

REGIONAL INDICATORS

New comparable data is not readily available for Regional Indicator 5.3.1. Therefore, it is recommended that the indicator be replaced with a measure of total non-local aircraft operations. In 2000, Gainesville Regional Airport experienced 54,432 itinerant airport operations (non-local aircraft arrivals or departures). By 2006, the number of itinerant airport operations had increased by 18.5 percent, to 64,481.¹³

¹³Florida Statistical Abstract 2000, and Florida Statistical Abstract, 2007, University of Florida, Bureau of Economic and Business Research, 2008, Table 13.90.

LOCAL GOVERNMENT COMPREHENSIVE PLANS

Regional Policy 5.3.1 calls for the coordination of development plans between the airport authority, the city, and the county to avoid unnecessary conflicts, to ensure the safety of airport operations, and to allow for future increases in the operational capacity of the airport. Regional review of local government comprehensive plan amendments affecting the airport have focused on implementation of this regional policy.

RECOMMENDED MODIFICATIONS TO REGIONAL GOALS, POLICIES, AND INDICATORS

It is recommended that the regional indicator be amended to reflect year 2005 total itinerant airport operations, as follows:

1. ~~In 1999, Gainesville Regional Airport enplaned 308,263 passengers. In 1994, the airport enplaned 255 tons of freight cargo.~~ In 2006, Gainesville Regional Airport experienced 64,481 itinerant airport operations.

REGIONAL GOAL 5.4. REDUCE THE UNMET GENERAL TRIP DEMAND OF THE NORTH CENTRAL FLORIDA TRANSPORTATION DISADVANTAGED POPULATION.

REGIONAL INDICATORS

Regional Indicator 5.4.1 notes that an estimated 807,917 general demand trips for the transportation disadvantaged, 82.8 percent of total estimated demand, were unmet in 1995. Updated information is not readily available for this regional indicator. The Center for Urban Transportation Research at the University of South Florida provides estimates and projections of unmet transportation disadvantaged trips by county. However, the latest set of estimates and projections from the Center for Urban Transportation Research was published in 2001. The Center for Urban Transportation Research data indicates that in 2000, unmet north central Florida Transportation Disadvantaged need was 395,500 trips. The Center for Urban Transportation Research estimates that in 2005, north central Florida TD unmet need increased to 424,276, an increase of 7.3 percent since 2000. The Center for Urban Transportation Research data estimates that north central Florida Transportation Disadvantaged unmet need declined slightly during the five-year period, dropping from 33.4 percent in 2000 to 33.2 percent for the year 2005. However, the Center for Urban Transportation Research data also projects the percentage of unmet north central Florida Transportation Disadvantaged demand through 2023 at a relatively constant 34.0 percent.

Updated information is available for regional indicators 2 and 3. As indicated in Table V-14, north central Florida paratransit ridership increased by 53.4 percent between 1999 and 2007, rising from 568,554 trips in 1999 to 872,176 trips in 2007. Additionally, Table V-15 indicates that paratransit funding for north central Florida transportation disabled service providers increased by 98.7 percent during this period, rising from \$5,404,914 in fiscal year 1999 to \$10,738,935 in 2007.

The primary reason for the increased funding is due to changes made at the state and federal levels in Medicaid reimbursement for Medicaid-eligible transportation services in 2003. In north central Florida, the primary beneficiaries of these changes were, as indicated in Table V-15, rural counties.

The North Central Florida Regional Council and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area continues to serve as the planning agency for 10 of the 11 local transportation disadvantaged coordinating boards in the region. Therefore, it is recommended that Regional policy 5.4.3 be amended to include local transportation disadvantaged coordinating boards.

It is recommended that Tables 5.2 through 5.9 of the regional plan be replaced with Tables V-10 through V-17, as follows. It is also recommended that the conditions and trends statement be updated to include the data in these tables.

TABLE V-10

**NORTH CENTRAL FLORIDA
TRANSPORTATION DISADVANTAGED PROGRAMS**

AREA	PLANNING AGENCY	COMMUNITY TRANSPORTATION COORDINATORS
Alachua	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	MV Transportation 3713 SW 42nd Ave Gainesville, FL 32608 (sole provider)
Bradford	North Central Florida Regional Planning Council 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	Suwannee River Economic Council P O Box 70 Live Oak, FL 32060 (partial brokerage)
Columbia	North Central Florida Regional Planning Council 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	Suwannee Valley Transit Authority 1907 Voyles St Live Oak, FL 32060 (partial brokerage)
Dixie	North Central Florida Regional Planning Council 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	Suwannee River Economic Council P O Box 70 Live Oak, FL 32060 (sole provider)
Gilchrist	North Central Florida Regional Planning Council 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	Suwannee River Economic Council P O Box 70 Live Oak, FL 32060 (sole provider)
Hamilton	North Central Florida Regional Planning Council 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	Suwannee Valley Transit Authority 1907 Voyles St Live Oak, FL 32060 (partial brokerage)
Lafayette	North Central Florida Regional Planning Council 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	Suwannee River Economic Council P O Box 70 Live Oak, FL 32060 (sole provider)
Madison	North Central Florida Regional Planning Council 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	Big Bend Transit, Inc P O Box 1721 Tallahassee, FL 32302 (partial brokerage)
Suwannee	North Central Florida Regional Planning Council 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	Suwannee Valley Transit Authority 1907 Voyles St Live Oak, FL 32060 (partial brokerage)
Taylor	Taylor County Board of County Commissioners P O Box 620 Perry, FL 32347	Big Bend Transit, Inc P O Box 1721 Tallahassee, FL 32302 (partial brokerage)
Union	North Central Florida Regional Planning Council 2009 N W 67 Place, Ste A Gainesville, FL 32653-1603	A & A Transport 55 North Lake Ave Lake Butler, FL 32054 (sole provider)

Source: North Central Florida Regional Planning Council, April 2008

TABLE V-11

PROJECTED TRANSPORTATION DISADVANTAGED POPULATION

AREA/GROUP	2000	2005	2010	2015	2020	2025	PERCENT INCREASE 2000-2025
Alachua							
TD Category I	79,884	86,385	94,221	103,263	113,731	125,885	57.6
TD Category II	14,320	15,696	17,499	19,607	22,074	24,969	74.4
Bradford							
TD Category I	9,070	9,429	9,784	10,154	10,541	10,948	20.7
TD Category II	3,055	3,171	3,286	3,405	3,530	3,660	19.8
Columbia							
TD Category I	20,300	21,865	23,948	26,277	28,883	31,802	56.7
TD Category II	6,992	7,528	8,268	9,096	10,025	11,068	58.3
Dixie							
TD Category I	6,924	7,616	8,373	9,211	10,143	11,176	61.4
TD Category II	1,521	1,675	1,843	2,031	2,239	2,471	62.5
Gilchrist							
TD Category I	5,013	5,831	6,815	8,020	9,500	11,326	125.9
TD Category II	1,735	2,039	2,415	2,878	3,451	4,161	139.8
Hamilton							
TD Category I	5,220	6,029	6,458	6,930	7,452	8,029	53.8
TD Category II	1,597	2,389	2,550	2,725	2,918	3,131	96.1
Lafayette							
TD Category I	2,867	3,079	3,301	3,544	3,806	4,091	42.7
TD Category II	634	680	728	781	837	899	41.8
Madison							
TD Category I	7,954	8,180	8,400	8,629	8,860	9,099	14.4
TD Category II	3,806	3,919	4,023	4,130	4,240	4,353	14.4
Suwannee							
TD Category I	13,396	14,478	15,779	17,219	18,812	20,582	53.6
TD Category II	3,659	3,948	4,281	4,650	5,056	5,503	50.4

TABLE V-11

PROJECTED TRANSPORTATION DISADVANTAGED POPULATION

AREA/GROUP	2000	2005	2010	2015	2020	2025	PERCENT INCREASE 2000-2025
Taylor							
TD Category I	7,726	7,879	8,120	8,379	8,656	8,952	15.9
TD Category II	2,257	2,297	2,357	2,421	2,489	2,563	13.6
Union							
TD Category I	4,091	4,442	4,824	5,250	5,729	6,266	53.2
TD Category II	1,690	1,848	2,020	2,214	2,434	2,679	58.5
Region							
TD Category I	162,445	175,213	190,023	206,876	226,113	248,156	52.8
TD Category II	41,266	45,190	49,270	53,938	59,293	65,457	58.6
Florida							
TD Category I	5,945,540	6,549,138	7,334,244	8,247,091	9,312,260	10,559,703	77.6
TD Category II	1,286,906	1,412,767	1,572,775	1,758,221	1,973,962	2,225,975	73.0

Source: Center for Urban Transportation Research, T20YDMD.123, 2001.

**TABLE V-12
TRANSPORTATION DISADVANTAGED POPULATION
AS A PERCENTAGE OF TOTAL POPULATION, 2000 - 2025**

AREA	YEAR					
	2000	2005	2010	2015	2020	2025
ALACHUA						
TD Category I	36.7%	35.9%	36.1%	37.2%	39.0%	41.3%
TD Category II	6.6%	6.5%	6.7%	7.1%	7.6%	8.2%
BRADFORD						
TD Category I	34.8	33.5	32.8	32.5	32.4	32.5
TD Category II	11.7	11.3	11.0	10.9	10.9	10.9
COLUMBIA						
TD Category I	35.9	35.6	34.8	35.4	36.5	38.1
TD Category II	12.4	12.2	12.0	12.3	12.7	13.3
DIXIE						
TD Category I	50.1	49.5	49.5	50.1	51.5	53.5
TD Category II	11.0	10.9	10.9	11.0	11.4	11.8
GILCHRIST						
TD Category I	34.7	35.9	36.6	38.7	41.9	46.0
TD Category II	12.0	12.6	13.0	13.9	15.2	16.9
HAMILTON						
TD Category I	39.2	42.1	43.1	44.7	46.6	49.0
TD Category II	12.0	16.7	17.0	17.6	18.2	19.4
LAFAYETTE						
TD Category I	40.8	38.6	39.3	39.8	40.9	42.6
TD Category II	9.0	8.5	8.7	8.8	9.0	9.4
MADISON						
TD Category I	42.5	41.5	41.0	40.5	40.3	42.6
TD Category II	20.3	19.9	19.6	19.4	19.3	19.2
SUWANNEE						
TD Category I	38.4	37.9	36.3	36.3	37.2	38.5
TD Category II	10.5	10.3	9.8	9.8	10.0	10.3
TAYLOR						
TD Category I	40.1	37.0	36.3	35.8	35.5	35.4
TD Category II	11.7	10.8	10.5	10.3	10.2	10.1
UNION						
TD Category I	30.4	29.5	29.8	30.9	32.2	33.9
TD Category II	12.6	12.3	12.5	13.0	13.7	14.5
REGION						
TD Category I	37.3	36.6	36.5	37.3	38.6	40.5
TD Category II	9.5	9.4	9.5	9.7	10.1	10.7
FLORIDA						
TD Category I	37.2	36.6	36.7	36.4	37.4	39.0
TD Category II	8.1	7.9	7.9	7.8	7.9	8.2

Sources: Florida Statistical Abstract 2007, Tables 1.20 and 1.41, and Center for Urban Transportation Research, T20YDMD.123, 2001.

TABLE V-13

PROJECTED TRANSPORTATION DISADVANTAGED GENERAL TRIP DEMAND

AREA	2000	2005	2010	2015	2020	2023
Alachua	186,275	204,174	227,627	255,048	287,139	309,005
Bradford	43,992	45,662	47,318	49,032	50,832	51,941
Columbia	100,685	108,403	119,059	130,982	144,360	153,158
Dixie	21,902	24,120	26,539	29,246	32,242	34,200
Gilchrist	24,984	29,362	34,776	41,443	49,694	55,570
Hamilton	32,184	34,402	36,720	39,240	42,019	43,834
Lafayette	9,130	9,792	10,483	11,246	12,053	12,571
Madison	54,806	56,434	57,931	59,472	61,056	62,050
Suwannee	52,690	56,851	61,646	66,960	72,806	76,579
Taylor	32,501	33,077	33,941	34,862	35,842	36,475
Union	24,336	26,611	29,088	31,882	35,050	37,123
Region	583,484	628,887	685,129	749,414	823,092	872,506
State	17,166,861	18,854,037	20,986,511	23,449,309	26,302,457	28,231,244

Source: Center for Urban Transportation Research, T20YDMD.123, 2001.

TABLE V-14**NORTH CENTRAL FLORIDA PARATRANSIT RIDERSHIP
FISCAL YEARS 1998-99 AND 2006-07**

AREA	FY 1998-99	FY 2006-07	PERCENT CHANGE
Alachua	176,078	211,588	20.2
Bradford	61,048	31,112	(49.0)
Columbia, Hamilton, Suwannee	201,169	509,819	153.4
Dixie	12,050	11,417	(5.3)
Gilchrist	6,056	6,762	11.7
Lafayette	12,282	9,771	(20.4)
Madison	36,296	28,334	(21.9)
Taylor	33,773	33,540	(0.7)
Union	29,802	29,833	0.1
Region	568,554	872,176	53.4
Region, less Alachua County	392,476	660,588	113.0

Sources: 1999 & 2007 Annual Performance Reports, Florida Commission for the Transportation Disadvantaged, Tallahassee, Florida.

TABLE V-15**NORTH CENTRAL FLORIDA PARATRANSIT FUNDING
FISCAL YEARS 1998-99 AND 2006-07**

AREA	FY 1998-99	FY 2006-07	PERCENT CHANGE
Alachua	\$2,192,689	3,137,620	43.1
Bradford	341,602	562,652	64.7
Columbia, Hamilton, Suwannee	836,887	4,163,123	397.5
Dixie	442,055	509,211	15.2
Gilchrist	137,976	284,431	106.1
Lafayette	152,952	339,755	122.1
Madison	617,026	671,407	8.8
Taylor	454,970	596,378	31.1
Union	228,757	474,358	107.4
Region	5,404,914	10,738,935	98.7
Region, less Alachua County	3,212,225	7,601,315	136.6

Sources: 1999 & 2007 Annual Performance Reports, Florida Commission for the Transportation Disadvantaged, Tallahassee, Florida.

TABLE V-16**ESTIMATED AND PROJECTED TRANSPORTATION DISADVANTAGED
TOTAL TRIP SUPPLY**

AREA	1995	2000	2005	2010	2015	2020	2023
Alachua	325,852	352,925	382,248	414,008	448,408	485,667	509,493
Bradford	57,260	60,181	63,251	66,477	69,868	73,432	75,657
Columbia	99,790	108,033	116,957	126,617	137,076	148,399	155,636
Dixie	15,889	18,242	20,943	24,044	27,604	31,691	34,428
Gilchrist	17,834	20,775	24,202	28,193	32,842	38,258	41,927
Hamilton	24,950	27,144	29,531	32,128	34,954	38,027	40,000
Lafayette	12,699	13,952	15,329	16,841	18,503	20,329	21,510
Madison	36,980	38,122	39,299	40,513	41,764	43,054	43,847
Suwannee	61,326	66,392	71,876	77,813	84,241	91,199	95,647
Taylor	36,762	38,048	39,379	40,757	42,183	43,659	44,569
Union	39,405	45,460	52,446	60,504	69,801	80,527	87,738
Region	728,749	789,274	855,459	927,895	1,007,242	1,094,241	1,150,452
State	38,491,418	41,171,085	44,110,076	47,342,182	50,906,686	54,849,406	57,418,519

Source: Center for Urban Transportation Research, TD20YDMD.123, 2001.

TABLE V-17**ESTIMATED AND PROJECTED TRANSPORTATION DISADVANTAGED
TOTAL UNMET TRIP DEMAND**

AREA	1995	2000	2005	2010	2015	2020	2023
Alachua	112,792	122,168	134,601	152,122	173,104	198,206	215,596
Bradford	31,730	33,148	34,265	35,339	36,442	37,600	38,308
Columbia	60,301	63,825	68,499	75,858	84,213	93,728	100,056
Dixie	13,620	15,303	16,544	17,841	19,261	20,777	21,746
Gilchrist	16,338	18,687	22,026	26,231	31,489	38,098	42,861
Hamilton	21,324	22,923	24,326	25,758	27,314	29,045	30,186
Lafayette	4,758	5,276	5,558	5,831	6,135	6,437	6,630
Madison	46,130	47,554	48,941	50,191	51,476	52,795	53,626
Suwannee	28,065	30,037	32,328	35,097	38,218	41,690	43,945
Taylor	24,917	25,293	25,633	26,252	26,922	27,640	28,113
Union	10,677	11,286	11,556	11,719	11,844	11,933	11,937
Region	370,652	395,500	424,276	462,241	506,417	557,949	593,004
State	9,995,138	11,058,976	12,256,251	13,845,142	15,703,106	17,881,326	19,367,266

Source: Center for Urban Transportation Research, TD20YDMD.123, 2001.

RECOMMENDED MODIFICATIONS TO REGIONAL GOALS, POLICIES, AND INDICATORS

It is recommended that regional indicators for Regional Goal 5.3 be updated as follows:

1. ~~An estimated 807,917 general demand trips, 82.8 percent of total estimated transportation disadvantaged trips, were unmet in 1995~~ An estimated 424,276 general demand trips, 33.2 percent of total estimated transportation disadvantaged trips, were unmet in 2005.
2. ~~In fiscal year 1998-99, 568,554 paratransit trips were made in the region~~ In fiscal year 2006-07, 872,176 paratransit trips occurred in the region by north central Florida paratransit service providers.
3. ~~In fiscal year 1998-99, north central Florida paratransit service providers reported annual operating revenues of \$5,404,914~~ In fiscal year 2006-07, north central Florida paratransit service providers reported annual operating revenues of \$10,738,935.

It is recommended that Regional Policy 5.4.3 be amended as follows:

Policy 5.4.3. The Council and/or the Metropolitan Transportation Organization for the Gainesville Urbanized Area should provide Provide technical assistance to designated north central Florida local transportation coordinating boards and community transportation coordinators.

REGIONAL GOAL 5.5. INCREASE THE PERCENTAGE OF NORTH CENTRAL FLORIDA RESIDENTS USING PUBLIC TRANSPORTATION AS A PRIMARY MEANS OF TRANSPORTATION.

REGIONAL INDICATORS

Regional Indicator 5.5.1 notes that in 1990, 1.2 percent of north central Florida residents used public transportation as a primary means of travel to work.¹⁴ Although the data source for the indicators is the 1995 Florida Statistical Abstract, the abstract obtains its data from the decennial census. The year 2000 census data indicates that the percentage increased to 1.5 percent in 2000.

¹⁴Bureau of Economic and Business Research, University of Florida, 1995 Florida Statistical Abstract, Table 13.01, and U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P31, P33, and P35.

Between 1999 and 2007 Gainesville Regional Transit System fixed route ridership increased by 170.9 percent, from 3,299,933 to 8,939,334.¹⁵ The growth in ridership was primarily due to the University of Florida student government providing a subsidy to the Gainesville Regional Transit System in exchange for allowing university students to ride the system free of charge.

It is recommended that Table 5.1 of the regional plan be replaced with the following table, which incorporates updated information from the 2000 census.

TABLE V-18

**NORTH CENTRAL FLORIDA RESIDENTS USING PUBLIC TRANSPORTATION
AS PRIMARY MEANS OF TRAVEL TO WORK
WORKERS AGE 16 AND OVER**

AREA	NUMBER OF WORKERS AGE 16 AND OVER		NUMBER USING PUBLIC TRANSPORTATION		PERCENT USING PUBLIC TRANSPORTATION	
	1990	2000	1990	2000	1990	2000
Alachua	83,897	102,713	1,510	2,465	1.8	2.4
Bradford	8,278	9,314	0	37	0.0	0.4
Columbia	17,323	22,707	52	23	0.3	0.1
Dixie	3,223	4,506	13	14	0.4	0.3
Gilchrist	3,504	5,686	4	40	0.1	0.7
Hamilton	3,723	4,076	34	33	0.9	0.8
Lafayette	2,083	2,475	0	0	0.0	0.0
Madison	5,986	6,736	36	7	0.6	0.1
Suwannee	10,289	13,496	21	27	0.2	0.2
Taylor	6,718	7,218	54	14	0.8	0.2
Union	3,283	3,239	7	16	0.2	0.5
Region	148,307	182,166	1,729	2,675	1.8	1.5
State	5,794,452	6,910,168	115,889	131,293	2.0	1.9

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P31, P33, and P35, and Florida Statistical Abstract, 1994, Table 13.01.

¹⁵Gainesville Regional Transit System, June 2000, and Gainesville Regional Transit System, Fiscal Year 2007 Ridership by Route, (http://www.go-rts.com/pdf/FY07_Ridership.pdf)

RECOMMENDED MODIFICATIONS TO REGIONAL GOALS, POLICIES, AND INDICATORS

It is recommended that the regional indicators for Regional Goal 5.5 be updated as follows:

1. ~~In 1990, 1.2 percent of north central Florida residents used public transportation as a primary means of travel to work. In 2000, 1.5 percent of north central Florida residents used public transportation as a primary means of travel to work.~~
2. ~~The 1999 Gainesville Regional Transit System fixed-route ridership was 3,299,933. The 2007 Gainesville Regional Transit System fixed-route ridership was 8,939,334.~~

REGIONALLY SIGNIFICANT FACILITIES AND RESOURCES

The list of regionally significant facilities and resources contained in the regional plan recognizes those regionally significant facilities and resources not identified in either the Affordable Housing, Economic Development, Emergency Preparedness, Natural Resources of Regional Significance or Regional Transportation Elements. The regional plan does not contain a map of these facilities and resources. Rather, a listing is included, base on type of facility and resource. Types of regionally significant facilities and resources consist of cultural facilities, educational institutions, electric power facilities, Florida greenways and trails, historical facilities, hospitals, landfills, natural gas transmission lines and state prisons. It is recommended that the listing be modified to include new regional facilities which have been created, new regional resources which have been identified, as well as those regional facilities and resources which have been de-listed or otherwise removed, since 2003.

COORDINATION OUTLINE

The Coordination Outline of the regional plan provides an overview of the Council's cross acceptance, dispute resolution, public participation and related regional planning and coordination activities. No changes are deemed necessary to this section of the regional plan due to changes which have occurred in state law. However, it is recommended that the paragraph addressing the Certified Development Company be deleted as the Council has discontinued this program.

North Central Florida Regional Planning Council

Regional and Local Government Programs Staff

Scott R. Koons, AICP, Executive Director

*** Steven C. Dopp, Senior Planner**

Sandra Joseph, Senior Planner

Carmelita Franco, Planning Administrative Assistant

Jean Strong, Planning Administrative Assistant

Vickie Vandernoot, Planning Administrative Assistant

*** Primary Responsibility**

