

NEFRC



**Planning & Growth Management
Policy Committee**

**February 3, 2012
9:30 a.m.**

Northeast Florida Regional Council

6850 Belfort Oaks Place
Jacksonville, FL 32216




Bringing Communities Together


Baker • Clay • Duval • Flagler • Nassau • Putnam • St. Johns

MEMORANDUM

Date: February 3, 2012

To: NEFRC Planning and Growth Management Policy Committee

Thru: Brian Teeple, Chief Executive Officer 

From: Ed Lehman, Director of Planning & Development 

Re: March 1, 2012 Committee Meeting Agenda

The next meeting of the NEFRC Planning and Growth Management Policy Committee will be held:

When: Thursday, March 1, 2012

Time: 9:00 a.m.

Place: Northeast Florida Regional Council
Address: 6850 Belfort Oaks Place
Jacksonville, FL 32216

**Northeast Florida Regional Council
Planning and Growth Management Policy Committee**

**Friday, February 3, 2012
9:30 a.m.**

A G E N D A

(ADDED OR MODIFIED ITEMS IN BOLD)
(*Denotes Action Required)

TAB

1. Call to Order, Introductions – Chairman Eubanks
- * 2. Approval of Minutes from the January 5, 2012 Meeting..... 1
3. January Comprehensive Plan Amendment Review – Ed Lehman..... 2
 - *A. **Town of Callahan Transmitted Amendment 12-1ER – Ameera Sayeed**..... 3
 - *B. **City of Jacksonville Beach Adopted Amendment 11-1ER – Ed Lehman** 4
4. Developments of Regional Impact (DRI)
 - A. DRI Report – Ed Lehman 5
5. Intergovernmental Coordination and Review (IC&R) Report – Eric Anderson 6
6. Other
7. Public Comment – LIMITED TO 3 MINUTES PER SPEAKER
8. Next Meeting Date and Location: **Thursday, March 1, 2012**
Northeast Florida Regional Council
6850 Belfort Oaks Place
Jacksonville, Florida 32216
9. Adjournment

***Denotes Action Item**

Agenda Item

Tab 1



NEFRC Planning and Growth Management Policy Committee

Thursday, January 5, 2012

MINUTES

The NEFRC Planning and Growth Management Policy Committee meeting was held on Thursday, January 5, 2012, at 9:30 a.m., in the Soforenko Board Room, NEFRC, 6850 Belfort Oaks Place, Jacksonville, Florida, 32216.

Chairman Eubanks called the meeting to order at 9:39 am with the following members present representing a quorum:

PRESENT

Mayor Netts
Councilman Howard
Commissioner Anderson
Commissioner Holloway
Commissioner Morris
Chairman Eubanks
Mr. Jeff Cole
Mr. Thomas Hill for Mr. Parks

EXCUSED

Mayor Graham
Commissioner Giddens
Commissioner Stewart
Commissioner Harris

Absent: Councilman Schellenberg, Mr. Strong

Staff: Ed Lehman, Michael Calhoun, Ameera Sayeed, and Bonnie Magee.

*APPROVAL OF MINUTES

Mayor Netts moved approval of the December 1, 2011 meeting minutes as submitted; seconded by Commissioner Anderson; the motion carried unanimously.

DECEMBER COMPREHENSIVE PLAN AMENDMENT REVIEW

Mr. Lehman stated that a total of three (3) Comprehensive Plan Amendments were reviewed by staff during the month of December. Two transmitted amendments and one adopted amendment were being brought before the Committee and Board for review.

*Clay County – Transmitted Amendment 12-1 ESR

In Mr. Anderson's absence, Mr. Lehman said that this was a Comprehensive Plan amendment changing the land use on 315 acres from Agriculture and Rural Residential to Industrial. Mr. Lehman noted that Mr. Sung-man Kim from Clay County and Ms. Susan Frazier, representing the landowner, were present to answer any questions. The change would amend the Future Land Use Map; cap development at 1.2 million square feet due to concerns on Warner Road, and establish buffers

depending upon the usage. Mr. Lehman explained that there were sufficient water, wastewater and solid waste services available and there was sufficient capacity on US 17, but due to the potential lack of capacity on Warner Road, development would need to be capped at 1.2 million square feet prior to the end of 2016. The proposed change would not affect public schools or recreation, as it would actually lessen the demand. Mr. Lehman stated that Staff found no adverse effects to significant regional resources and facilities or extrajurisdictional impacts inconsistent with the comprehensive plans of local governments within the region. Therefore, Staff respectfully recommended that the Planning and Growth Management Policy Committee and the Council approve this report for transmittal to the Clay County.

Chairman Eubanks inquired as to whether this was the old Villages of Seminole Forest property, to which Mr. Lehman responded it may not be exactly within it, but it is certainly in the proximity of the old Villages of Seminole Forest DRI.

A motion was made by Mayor Netts, seconded by Councilman Howard to recommend Council approval to transmit the report to Clay County. The motion carried unanimously.

Putnam County Transmitted Amendment 12-1 ESR – Ms. Sayeed explained that this was a large-scale amendment changing 215 acres from Agriculture II to Conservation. The change is part of the covenants and restrictions of a Florida Community Trust grant used to purchase the property and convert it into a conservation corridor with recreation and educational opportunities. The property is part of the Little Orange Creek Conservation Historical and Educational Center in Alachua County, however, the property covered by this amendment is located in Putnam County. Ms. Sayeed said the amendment would cause no degradation to the level of service on State Road 20, and would have negligible impact to schools as the current category will only permit one dwelling per 30 acres for use by a park ranger or caretaker. There were no adverse effects to significant regional resources and facilities or extrajurisdictional impacts inconsistent with the comprehensive plans of local governments within the region found by Staff. Staff respectfully recommended that the Planning and Growth Management Policy Committee and the Council approve this report for transmittal to Putnam County.

Commissioner Holloway motioned to recommend Council approval to transmit the report to Putnam County, seconded by Mayor Netts. The motion carried unanimously.

City of Fernandina Beach Adopted Amendment 11-1ER – Ms. Sayeed said that the transmitted amendment originally came before the Committee and Council in October of 2011. The majority of the changes are of a semantic and organizational nature, but none impacted regional resources. Ms. Sayeed explained that the City of Fernandina Beach took all of Staff's comments into account on the revisions to the amendment.

Discussion ensued regarding the proposed Multi-Modal Transportation Element of the Plan. The City indicated that by the end of this year, they plan to have a Multi-Modal Plan, so Staff will have no comments until the City revises maps and elements to comply with their future Multi-Modal Plan.

Staff did recommend that the SLOSH map be revised as a Coastal High Hazard Area map. Ms. Sayeed further explained that Council Staff has worked with the City with regard to changes to the map prior to its adoption to the Future Land Use map, so it will be consistent with statutory requirements and professionally acceptable standards with regard to the legend, terminology and color scheme.

Therefore, Staff respectfully recommends that the Planning and Growth Management Policy Committee and the Council find this adopted amendment consistent with the Northeast Florida Regional Council Strategic Regional Policy Plan.

Commissioner Holloway inquired as to whether he needed to refrain from voting on this issue since he is from Nassau County. **Chairman Eubanks** felt there was no issue with his voting, as the other members vote on issues affecting their jurisdictions.

A motion was made by Commissioner Holloway to recommend that the Council find the City of Fernandina Beach Adopted Amendment 11-1 ER consistent with the Northeast Florida Regional Council Strategic Regional Policy Plan. Mayor Netts seconded the motion, at which point Thomas Hill of FDOT mentioned that he wished to have noted that the FDOT still had some issues that were not resolved to their satisfaction. Chairman Eubanks asked if Council Staff had been noticed regarding the issues. Mr. Hill said a copy of their objections had been forwarded to the Council. Commissioner Holloway asked if the FDOT concerns were something that would impact the Board voting on the amendment today. Mr. Hill explained that some of the items were for clarification and others were policies that needed to be tied together. Some policies addressed allow for failing conditions on State highways. Ms. Sayeed explained that the Council is limited in their comments to two areas: Extrajurisdictional Impacts and Impacts to Regional Resources and Facilities. She stated that Staff had spoken with City Staff regarding the items Mr. Hill mentioned, but the City felt confident their plan will bring these items up to speed. Commissioner Holloway expressed concern that if the Council passed this item, the City might not address the concerns. Mr. Hill felt the FDOT position was not to challenge the City, but to work to resolve the issues.

At this point the vote was taken and the motion carried unanimously.

DEVELOPMENT OF REGIONAL IMPACT (DRI) REPORT

Mr. Lehman discussed the Development of Regional Impact Report, which was included in the packet. He stated that DRI activity has been slow during this period, and he was not expecting any pick up in activity in the near future. The only items expected were possible notices to proposed changes and changes to plans rather than new DRI's.

IC&R REPORT

Mr. Lehman discussed the Intergovernmental Coordination and Review activity during the month of December. There were a total of 24 submissions: 21 were for Environmental Resource Permits; one (1) was a grant request by the City of Macclenny for a \$1,419,064 USDA Development grant. Mr. Lehman briefly reviewed the grant application, which involves the demolition of the present City fire station and construction of a new fire station in Macclenny.

Mr. Lehman also informed the Committee that as of December 27, 2011, Council staff has reviewed a total of \$43,555,579 in grant applications.

Chairman Eubanks asked if there were any comments from the Committee. Hearing none, he moved on to Public Comment.

PUBLIC COMMENT

There was no public comment.

NEXT MEETING DATE

Chairman Eubanks announced that the next meeting is scheduled for Thursday, February 2, 2012, at 9:00 am, at the Northeast Florida Regional Council.

There being no further business to discuss, the meeting was adjourned at 9:52 am.


Agenda Item


Tab 2

MEMORANDUM

DATE: January 23, 2012

TO: Planning and Growth Management Policy Committee

THRU: Brian Teeple, CEO 

FROM: Edward Lehman, Director of Planning and Development 

RE: Comprehensive Plan Amendment Review: January, 2012

During the month of January, 2012, Regional Council staff reviewed two (2) comprehensive plan amendments. One (1) transmitted amendment and one (1) adopted amendment are being brought before the Committee and Board for review.

Transmitted Amendments

Town of Callahan 12-1ER

Adopted Amendments

City of Jacksonville Beach 11-1ER

Small-Scale Amendments

None

Agenda Item

Tab 3

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

Regional Planning Council: Northeast Florida Regional Council
Regional Planning Council Item No. Town of Callahan Transmitted EAR-Based Amendment 12-1ER
Date Mailed to Local Government and State Land Planning Agency: February 3, 2012
Local Government Item No.12-1ER

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

DESCRIPTION OF AMENDMENT

The Town of Callahan prepared an update of the Comprehensive Plan based on the findings in the EAR. The Town last updated its Comprehensive Plan in 1992. The EAR-Based Amendment extends the planning period to the year 2025. Based on the findings in the EAR, the EAR-Based Amendment included updated policies based on current data; modified policies to better address local issues; deleted policies that are no longer relevant; and added new policies that articulate recommendations in the EAR and that respond to changes in legislative requirements. The Town has updated the Future Land Use Map to reflect changes in the naming of the land use categories and it should be noted that no changes were made to the number of acres designated.

Future Land Use Element

This element contains several strike-throughs to various policies. Many of the suggested changes are in organization and semantics to clarify the intent of the Comprehensive Plan policies.

The Town has eliminated a High density residential category, however the Medium density residential provides for above 6 units per acre to 10 units per acre. The Mixed-Use category has been substantially revised and now reflects the intent for low intensity residential and commercial uses and the density shall be consistent with the Medium Residential category.

The Town has added two new categories to address Commercial land uses. The first is named “Commercial Town” which is designated as low intensity commercial including business and professional offices and limits retail and services. In Policy A.1.1.3 (D) the second type of commercial use is named “Commercial Highway” – The Town is proposing this use for activities that are predominantly associated with the sale, rental and distribution of products or services.

Comment: Please note as of 2011, the entire Nassau County is within the Metropolitan Planning Organization /Transportation Planning Organization. The Town has revised the Traffic Circulation Element to read as a Transportation Element.

Comment: The Town should add the required future map series as required by Chapter 163

prior to adoption of the EAR-Based Comprehensive Plan.

The Town has integrated several energy supply and demand related policies stemming from HB 697, this is no longer a requirement.

The remainder of the Elements contained several updates to agency names and policies which were revised to reflect changes in legislation since the last update to the Comprehensive Plan.

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

No adverse effects to Regional Resources or Facilities were identified.

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

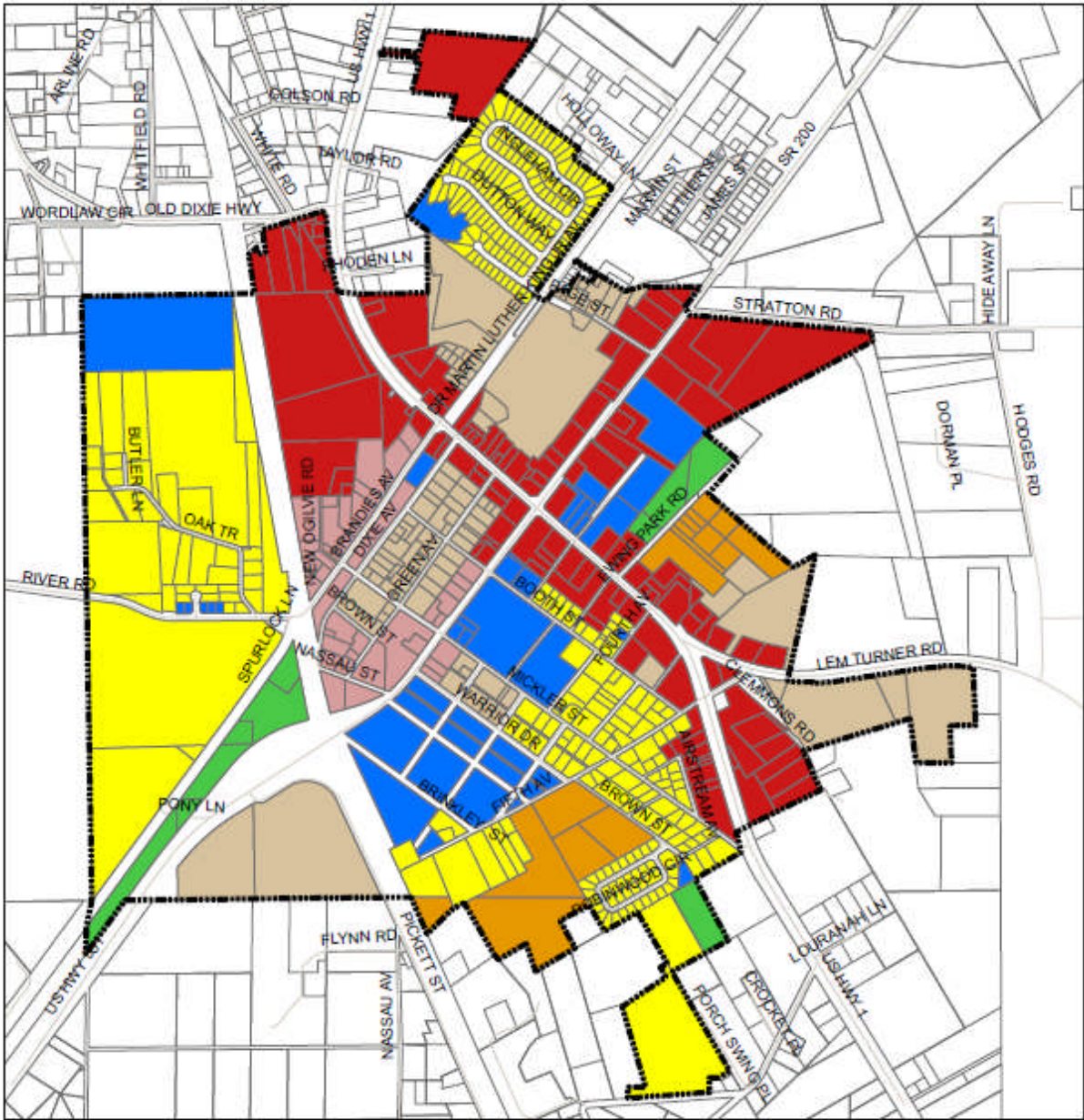
No extra-jurisdictional impacts that would be inconsistent with the Comprehensive Plan of an affected local government were identified.

Request a copy of the adopted version of the amendment?

Yes No

Recommendation

Staff respectfully recommends that the Planning and Growth Management Policy Committee and the Council approve this report for transmittal to the Department of Economic Opportunity and the Town of Callahan.

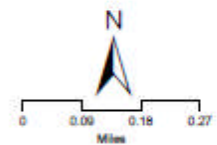


Future Land Use - 2025

Town of Callahan

Legend

- Residential Low Density - <6 units/acre
- Residential Medium Density - 6-10 units/acre
- Mixed Use
- Commercial Town Center
- Commercial Highway
- Public Buildings and Facilities
- Recreation
- Town Limits



FLEET & ASSOCIATES
ARCHITECTS/PLANNERS, INC.

10-3-2011

Agenda Item

Tab 4

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

Regional Planning Council: **Northeast Florida Regional Council**
Regional Planning Council Item No. **City of Jacksonville Beach Adopted Amendment 11-1ER**
Date Mailed to Local: **February 3, 2012**
Local Government Item No. **Ordinance No. 2011-8012, Adopted Amendment**
Government and State Land Planning Agency: **City of Jacksonville Beach DCA No. 11-1ER**

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

DESCRIPTION OF AMENDMENT

The amendments to the Comprehensive Plan, which include text and map series amendments (e.g., Energy Conservation Map, Future Transportation Map), are based on the most recently adopted Evaluation and Appraisal Report, statutory requirements adopted subsequent to the most recent update of the Comprehensive Plan, and the City's designation as a Dense Urban Land Area. The following subject areas are addressed:

Energy Conservation

The Comprehensive Plan includes new requirements and standards for energy conservation pursuant to House Bill 697 adopted in 2008. The following Goals, Objectives and Policies are affected:

- Future Land Use Element (FLUE) Goal LU.1: *incorporates energy conservation into review criteria for amendments*
- FLUE Objective LU 1.4: *incorporates greenhouse gas generation as a consistency criteria for future land use*
- FLUE Objective LU 1.6, FLUE Policies LU 1.6.1 through 1.6.4: *the objective and its underlying policies focus on reducing greenhouse gas emissions through vehicle mile trip reduction strategies*
- Housing Element (HE) Objective HO.1.8, and Policies HO.1.8.1 through HO.1.8.3: *promote energy efficiency and greenhouse gas reduction in individual residential units, including the implementation of a rebate or utility bill credit program*

Mobility

The Comprehensive Plan includes requirements and standards relating to creating a more pedestrian friendly environment, promoting public transportation and strategies to fund mobility absent a concurrency management system for transportation (note: pursuant to Senate Bill 360

adopted in 2009, the entire City is within a *Transportation Concurrency Exception Area*, and must, by July 2011, have strategies in place to fund mobility).

- Future Land Use Element Policy LU.1.1.3: *encourages the use of street furniture in pedestrian areas*
- FLUE Policy 1.4.1: *begins the removal of transportation concurrency within the Comprehensive Plan*
- FLUE Policy LU 1.4.15: *introduces criteria for reviewing future land development with the City's commitment to transit-oriented design and pedestrian / bicycle friendly design*
- FLUE Policy LU 1.5.4: *allows multi-family development in commercial land use, furthering mixed-use and internal trip capture*
- FLUE Objective LU 1.7 and LU 1.8 and their underlying policies: *introduce "smart growth" and alternative [to the single-occupancy-vehicle] transportation strategies such as requiring redevelopment that promotes efficient public transit service; promoting improved pedestrian amenities; and increasing / improving bus shelters.*
- Transportation Element (TE) Goal TE 1: *begins the inclusion of mobility strategies necessary to implement the City-wide TCEA, including: transportation demand management, community transit service, off-street parking facilities, and transit / pedestrian-oriented design standards*
- TE Goal TE 2 and TE 3, Objective TE 2.1 and 3.1, and their underlying policies: *establishes the Transportation Concurrency Exception Area; implements the Mobility Plan by reference (note: the Mobility Plan is adopted as part of the Transportation Element, Appendix A; and establishes a goal to reduce vehicle miles traveled by 20% by 2030*

City of Jacksonville Beach Mobility Plan

The Mobility Plan, adopted as Appendix A to the Transportation Element, replaces the existing transportation concurrency management system. Replacing transportation concurrency are strategies for promoting multimodal transportation systems and managing transportation demand, and replacing proportionate share with a Mobility Fee. The Mobility Plan is based on a twenty (20) year planning time frame and vehicle mile trip averages on the roadway network.

The following background is provided within the Mobility Plan:

- Automobiles (i.e. cars) are the primary form of transportation within the City;
- SR A1A is the primary north-south roadway, which is a constrained facility; Beach Boulevard (US 90) and J. Turner Butler Boulevard (JTB) (SR 202) are the major east-west roadways;
- The Jacksonville Transportation Authority provides public transit within the City; there are two transit hubs, one at Beach Boulevard and A1A

(City Hall), and one at JTB and A1A; additionally, there are six routes serving these two hubs (note: an *Existing Transit Facilities Map* is included as Appendix A to the Mobility Plan);

- In addition to the year-round transit, a seasonal trolley provides service along A1A and 1st Street;
- Because it is a mixed-use beach community laid out in a grid pattern, bicycling is a very popular mode of transportation; and
- Currently, there are no dedicated park-and-ride facilities, although dedicated facilities are being identified as part of the City's parking study;

The Mobility Plan identifies the following capital and operational needs necessary to implement the mobility plan:

- Beaches Transit: trolley services (seasonal) through 2015 - \$928,373.00
- Transit Shelter: ten new shelters - \$83,660.00
- Sidewalks: new and repaired sidewalks through 2013 - \$372,520.00
- Regional Greenway: connection to the East Coast Greenway System - \$883,000.00
- **Total Costs: \$2,267,553.00**

The Mobility Plan identifies the following Vehicle Mile (VMT) Trip Modeling and Fee Implementation:

- VMT was projected using 2035 Long Range Transportation Plan (NERPM), which is consistent with the City of Jacksonville's methodological approach;
- In lieu of multiple zones, a single, City-wide zone was used, which is logical when considering the relatively compact size and grid-pattern orientation of the City;
- Mobility fees – which are applied to all projects – are calculated at:

$(A \times B \times C) - \text{trip reduction adjustments} = \text{Project Mobility Fee}$

A = multimodal transportation plan cost per VMT, calculated as \$83.00**

B = average VMT within the City, which is 2.41

C = *project average daily trips

*individual project daily trips reductions may be applied when sufficient data and analysis is provided using the two alternative trip methodological approaches defined in the Mobility Plan

**\$83.00 = \$2,267,553 (costs for needs) / 27,200 (projected VMT miles)

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

No adverse effects to significant regional resources and facilities were identified as part of the Jacksonville Beach 11-1ER adopted amendment package.

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

No extra-jurisdictional impacts that would be inconsistent with the Comprehensive Plan of an affected Local Government were identified. A recommendation from the NEFRC stated that the Mobility Plan did not provide discussion or analysis on the extra-jurisdictional impacts anticipated as a result of a mobility plan and fee based system on A1A, JTB (SR 202) and Beach Boulevard (US 90), and stated that the City should provide a discussion or analysis, including impact mitigation and interlocal coordination, with adjoining local governments that share A1A, JTB and Beach Boulevard.

In response to this recommendation, the City updated its Intergovernmental Coordination Element to reflect the need to coordinate with adjacent jurisdictions in terms of Mobility Plan principles, strategies and methodologies so as to ensure transparency, consistency, and predictability.

The NEFRC commends the city of Jacksonville Beach for their efforts in creating a Mobility Plan which mirrors the Mobility Plan in neighboring Jacksonville.

Request a copy of the adopted version of the amendment? N/A, this is the adopted amendment.

Recommendation

Staff respectfully recommends that the Planning and Growth Management Policy Committee and the Council find this adopted amendment consistent with the Strategic Regional Policy Plan.

Transmitted

Amendment

FORM C-7

NORTHEAST FLORIDA REGIONAL COUNCIL

**REGIONAL PLANNING COUNCIL
AMENDMENT REVIEW FORM
FY 2010-2011**

1. Local Government Name: City of Jacksonville Beach
2. Amendment Number: Transmitted Amendment 11-1ER
3. Is the RPC precluded from commenting on the proposed plan or element pursuant to s. 163.3184(5), F.S., or Rule 9J-11.0084, F.A.C.; or commenting on the proposed amendment pursuant to s. 163.32465(4)(b), F.S.? (YES) (NO)
4. Date DCA Notified RPC that Amendment Package was Complete, if Applicable: October 28, 2010
5. Date Amendment Review must be Completed and Transmitted to DCA: November 26, 2010
6. Date the Amendment Review was transmitted to DCA: November 5, 2010
7. Description of the Amendment:

The amendments to the Comprehensive Plan, which include text and map series aments (e.g., Energy Conservation Map, Future Transportation Map), are based on the most recently adopted Evaluation and Appraisal Report, statutory requirements adopted subsequent to the most recent update of the Comprehensive Plan, and the City's designation as a Dense Urban Land Area. The following subject areas are addressed:

Energy Conservation

The Comprehensive Plan includes new requirements and standards for energy conservation pursuant to House Bill 697 adopted in 2008. The following Goals, Objectives and Policies are affected:

- Future Land Use Element (FLUE) Goal LU.1: *incorporates energy conservation into review criteria for amendments*
- FLUE Objective LU 1.4: *incorporates greenhouse gas generation as a consistency criteria for future land use*
- FLUE Objective LU 1.6, FLUE Policies LU 1.6.1 through 1.6.4: *the objective and its underlying policies focus on reducing greenhouse gas emissions through vehicle mile trip reduction strategies*
- Housing Element (HE) Objective HO.1.8, and Policies HO.1.8.1 through HO.1.8.3: *promote energy efficiency and greenhouse gas reduction in individual residential units, including the implementation of a rebate or utility bill credit program*

Mobility

The Comprehensive Plan includes requirements and standards relating to creating a more pedestrian friendly environment, promoting public transportation and strategies to fund mobility absent a concurrency management system for transportation (note: pursuant to Senate Bill 360

adopted in 2009, the entire City is within a *Transportation Concurrency Exception Area*, and must, by July 2011, have strategies in place to fund mobility).

- Future Land Use Element Policy LU.1.1.3: *encourages the use of street furniture in pedestrian areas*
- FLUE Policy 1.4.1: *begins the removal of transportation concurrency within the Comprehensive Plan*
- FLUE Policy LU 1.4.15: *introduces criteria for reviewing future land development with the City's commitment to transit-oriented design and pedestrian / bicycle friendly design*
- FLUE Policy LU 1.5.4: *allows multi-family development in commercial land use, furthering mixed-use and internal trip capture*
- FLUE Objective LU 1.7 and LU 1.8 and their underlying policies: *introduce "smart growth" and alternative [to the single-occupancy-vehicle] transportation strategies such as requiring redevelopment that promotes efficient public transit service; promoting improved pedestrian amenities; and increasing / improving bus shelters.*
- Transportation Element (TE) Goal TE 1: *begins the inclusion of mobility strategies necessary to implement the City-wide TCEA, including: transportation demand management, community transit service, off-street parking facilities, and transit / pedestrian-oriented design standards*
- TE Goal TE 2 and TE 3, Objective TE 2.1 and 3.1, and their underlying policies: *establishes the Transportation Concurrency Exception Area; implements the Mobility Plan by reference (note: the Mobility Plan is adopted as part of the Transportation Element, Appendix A; and establishes a goal to reduce vehicle miles traveled by 20% by 2030*

City of Jacksonville Beach Mobility Plan

The Mobility Plan, adopted as Appendix A to the Transportation Element, replaces the existing transportation concurrency management system. Replacing transportation concurrency are strategies for promoting multimodal transportation systems and managing transportation demand, and replacing proportionate share with a Mobility Fee. The Mobility Plan is based on a twenty (20) year planning time frame and vehicle mile trip averages on the roadway network.

The following background is provided within the Mobility Plan:

- Automobiles (i.e. cars) are the primary form of transportation within the City;
- SR A1A is the primary north-south roadway, which is a constrained facility; Beach Boulevard (US 90) and J. Turner Butler Boulevard (JTB) (SR 202) are the major east-west roadways;
- The Jacksonville Transportation Authority provides public transit within the City; there are two transit hubs, one at Beach Boulevard and A1A (City Hall), and one at JTB and A1A; additionally, there are six routes serving these two hubs (note: an *Existing Transit Facilities Map* is included as Appendix A to the Mobility Plan);
- In addition to the year-round transit, a seasonal trolley provides service along A1A and 1st Street;
- Because it is a mixed-use beach community laid out in a grid pattern, bicycling is a very popular mode of transportation; and

- Currently, there are no dedicated park-and-ride facilities, although dedicated facilities are being identified as part of the City's parking study;

The Mobility Plan identifies the following capital and operational needs necessary to implement the mobility plan:

- Beaches Transit: trolley services (seasonal) through 2015 - \$928,373.00
- Transit Shelter: ten new shelters - \$83,660.00
- Sidewalks: new and repaired sidewalks through 2013 - \$372,520.00
- Regional Greenway: connection to the East Coast Greenway System - \$883,000.00
- **Total Costs: \$2,267,553.00**

The Mobility Plan identifies the following Vehicle Mile (VMT) Trip Modeling and Fee Implementation:

- VMT was projected using 2035 Long Range Transportation Plan (NERPM), which is consistent with the City of Jacksonville's methodological approach;
- In lieu of multiple zones, a single, City-wide zone was use, which is logical when considering the relatively compact size and grid-pattern orientation of the City;
- Mobility fees – which are applied to all projects – are calculated at:

$(A \times B \times C) - \text{trip reduction adjustments} = \text{Project Mobility Fee}$

A = multimodal transportation plan cost per VMT, calculated as \$83.00**

B = average VMT within the City, which is 2.41

C = *project average daily trips

*individual project daily trips reductions may be applied when sufficient data and analysis is provided using the two alternative trip methodological approaches defined in the Mobility Plan

**\$83.00 = \$2,267,553 (costs for needs) / 27,200 (projected VMT miles)

Please complete the following table for each individual proposed amendment to the Future Land Use Map (**FLUM**) only:

Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or (Decrease) in Maximum Density	Non-Residential Net Increase or (Decrease) in Potential Floor Area

There are no amendments to the Future Land Use Map.

8. Is the Amendment consistent with the Strategic Regional Policy Plan?

Generally, the amendment is consistent with the Strategic Regional Policy Plan.

9. Applicable Strategic Regional Policy Plan Goals and Objectives:

This amendment is generally consistent with the following SRPP policies:

Regional Transportation Policy 5.1.2 *Promote the participation of the private sector in transportation planning by requiring that all development within a defined area actively participate in a Transportation Management Organization and/or if not in the defined area and of an appropriate size develop a Transportation Demand Management Plan as a condition of development approval which addresses the development's commitments to such transportation demand management alternatives as staggered work shift hours, car/van pools, peak-hour off-loading restrictions, employee telecommuting, innovative parking strategies, and alternative travel modes.*

Regional Transportation Policy 5.2.5 *Transit should be emphasized in corridors with adequate densities, and should emphasize connecting residential areas with employment opportunities.*

Regional Transportation Policy 5.2.6 *Multi-modal transportation corridors, which facilitate local traffic to use alternatives to single-occupancy vehicles on the Florida Intrastate Highway System, will be established to link major regional activity centers with public transit, including park and ride, express bus service, light rail, bicycle lanes, etc.*

Regional Transportation Policy 5.3.3 *Each local government is encouraged to adopt a corridor management ordinance which designates needed right-of-way to guide in the planning of land use and approval of large developments, provides guidance for advance land acquisition decisions, and guides investments in alternative transit modes.*

10. The effects of the Proposed Amendment on Regional Resources or Facilities Identified in the Strategic Regional Policy Plan:

Based on the data and analysis provided, there is no indication that the amendment will negatively affect regional resources of facilities identified in the SRPP.

11. Extra-Jurisdictional Impacts that would be inconsistent with the Comprehensive Plan of the Affected Local Government:

The amendment contains transportation impact mitigation methodologies that replace the existing concurrency based system with a mobility plan and a mobility fee to be applied to all development. Jacksonville Beach has a City-wide TCEA, as does Neptune Beach to the north and Jacksonville to the west. However, unincorporated Ponte Vedra is to the south, does not have a TCEA designation; accordingly, a traditional concurrency management system is used to gauge impacts.

Recommendation: *the Mobility Plan does not provide discussion or analysis on the extra-jurisdictional impacts anticipated as a result of a mobility plan and fee based system on A1A, JTB (SR 202) and Beach Boulevard (US 90). The City should provide a discussion or analysis, including impact mitigation and interlocal coordination, with adjoining local governments that share A1A, JTB and Beach Boulevard, in the adopted amendment.*

Analysis of the effects of the proposed amendments on the following issues to the extent they are addressed in the Strategic Regional Policy Plan on:

12. Compatibility among local plans including, but not limited to, land use and compatibility with military bases:

There are no military bases affected by this amendment.

13. Impacts to significant regional resources and facilities identified in the Strategic Regional Policy Plan, including, but not limited to, impacts on groundwater recharge and the availability of water supply:

The amendment contains water, energy and greenhouse gas reduction strategies that when achieved will have positive impacts on significant regional resources and facilities identified in the Strategic Regional Policy Plan.

14. Affordable housing issues and designation of adequate sites for affordable housing:

The amendment does not appear to affect affordable housing.

15. Protection of natural resources of regional significance identified in the Strategic Regional Policy Plan including, but not limited to, protection of spring and groundwater resources, and recharge potential:

The amendment does not, based on the data and analysis and text changes, provide for increased protection of spring and groundwater resources. However, an Energy Conservation map is being proposed that identifies energy and conservation zones.

16. Compatibility with regional transportation corridors and facilities including, but not limited to, roadways, seaports, airports, public transportation systems, high speed rail facilities, and intermodal facilities:

The City is proposing a Mobility Plan that would eliminate transportation concurrency, replacing it with goals, objectives and policies to promote mobility, reduce vehicle miles traveled and implement a mobility fee program.

Note: *the City has retained level of service standards in their Comprehensive Plan. However, there is not a relationship between the Mobility Plan and maintaining the level of service standards. Section 163.3177(3)(f), Florida Statutes, reads: "A local government's comprehensive plan and plan amendments for land uses within all transportation concurrency exception areas that are designated and maintained in accordance with s. 163.3180(5) shall be deemed to meet the requirement to achieve and maintain level-of-service standards for transportation."*

Recommendation: *the City has a goal of reducing vehicle miles traveled by 20% by 2030. However, the City does not identify how, or how often, success will be measured. Generally, the adopted Mobility Plan should include a reporting mechanism.*

17. Adequacy and compatibility with emergency preparedness plans and local mitigation strategies including, but not limited to, the impacts on and availability of hurricane shelters, maintenance of county hurricane clearance times, and hazard mitigation:

The City is proposing to adopt the current definition of Coastal High Hazard Areas, and commits to amending the Comprehensive Plan based on the next hurricane study.

18. Analysis of the effects of extra-jurisdictional impacts which may be created by the amendment:

No extra-jurisdictional impacts not previously discussed were identified.

Recommendation

Staff respectfully recommends that the Committee and the Council approve this report for transmittal to the Department of Community Affairs.


Agenda Item

Tab 5

MEMORANDUM

DATE: January 25, 2012

TO: Planning and Growth Management Policy Committee

THRU: Brian Teeple, CEO 

FROM: Edward Lehman, ^{EL} Director of Planning and Development

RE: January 2012 Development of Regional Impact Report

The following report summarizes current DRI activity for the above-cited month. All additions and updates are *italicized*.

Durbin

The pre-application conference for the Durbin DRI was held on December 6, 2006. The Durbin DRI is located along I-95 at Racetrack Road in northern St. Johns County, along the Duval County line. The master development plan calls for 4,500 dwelling units, 1,700,000 square feet of office development, 3,000,000 square feet of retail development and 800 hotel rooms. The Application for Development Approval (ADA) for Durbin has been submitted. A sufficiency response was transmitted to the applicant on February 9, 2007. The applicant had requested an additional extension until August in order to work with FDOT on alignments of roadway improvements. The deadline for submittal has expired; the applicant is continuing to work with the agencies to address planning issues before further pursuing the project. However, there is no time line for when the project will complete its review, and in all likelihood another pre-application conference will be required once the project comes back for review.

Watermark

The pre-application conference for Watermark, a proposed DRI in St. Johns County, was held on January 23rd, 2009. The proposed DRI is located in the northwest quadrant of the S.R. 206/I-95 interchange, and is consistent with the County's FLUM. The proposed amount of development consists of 4,900 residential dwelling units, 325,000 square feet of retail, 150,000 square feet of office, and 1,000,000 square feet of industrial development in three five-year phases. The DRI ADA was received and underwent sufficiency review. The applicant is in the process of preparing a response to those sufficiency review comments, but has requested and been granted a

January DRI Report
January 25, 2012
Page 2

120-day extension to respond. An additional 180-day extension request was recently granted, however the applicant was notified that updated data and an agency meeting will be required to facilitate review. This month the applicant has requested an extension to respond to August, 2012. Again, the applicant was notified that no sufficiency response should be submitted until a meeting is held to address the status of the data and analysis within the application.

Twin Creeks Substantial Deviation

The pre-application conference for the Twin Creeks Substantial Deviation DRI was held on June 29, 2011. The project is located in St. Johns County along C.R. 210 between I-95 and U.S. 1. Approved development amounts and proposed development amounts are as follows:

	Approved	Proposed	Proposed Change
Retail/Service	600,000 s.f.	1,405,000 s.f.	+805,000 s.f.
Office	300,000 s.f.	1,340,000 s.f.	+1,040,000 s.f.
Industrial Park	2,000,000 s.f.	1,690,000 s.f.	-310,000 s.f.
Hotel	75 rms.	180 rms.	+5 rms.
Multi-Family Residential	3,000 d.u.	630 d.u.	-2,370 d.u.
Single-Family Residential	2,000 d.u.	2,768 d.u.	+768 d.u.

The summary of the pre-application conference was transmitted to the applicant and review agencies. The applicant has indicated the intent to submit the ADA in September. However, there has as of this date been no submittal of the ADA.

The following is a rough estimate of the date for presentation of DRI projects to the NEFRC for consideration of the staff recommendation:

<u>Project</u>	<u>Date</u>
Durbin	Unknown
Watermark	December 2012
Twin Creeks Substantial Deviation	<i>October 2012</i>

Agenda Item

Tab 6



Bringing Communities Together

Baker • Clay • Duval • Flagler • Nassau • Putnam • St. Johns

MEMORANDUM

Date: January 24, 2012

To: Northeast Florida Regional Council Board of Directors

Thru: Planning and Growth Management Policy Committee

From: *EA* Eric B. Anderson, Regional Planner

RE: Intergovernmental Coordination and Review (IC&R) Activity Report through the Month of January, 2012

Staff has processed and reviewed a total of 56 submissions for the month of January. Listed below is a summary of the activity by category.

Environmental Resource Permits:	26 Applications
Intent to Construct a Minor Silviculture System:	0 Applications
Wetland and Surface Water Determination:	0 Applications
Notice of No Significant Impact:	0 Notices
Grant Requests:	30 Applications
State Clearinghouse Packages:	0 Packages

Grant request applications are broken down as follows:

	Year to Date
Federal	\$3,559,909
State	\$103,320
Applicant	\$1,523,565
Other/Local	\$1,208,749
Total	\$6,395,543

* As of January 24, 2012

The attached Intergovernmental Coordination and Review (IC & R) Log highlights a project application for federal funding. The Review Log contains the NEFRC designated number, project description, the applicant, funding agency, and a breakdown of funding.

NEFRC #	Project Description	Applicant	Funding Agency	Federal	State	Applicant	Other/Local	Total
FGA-12-R001	Section 5310 Grant	BASCA, Inc	FTA	\$30,560	\$3,820	\$3,820		\$38,200
FGA-12-B001	Section 5310 Grant	BCCOA	FTA	\$61,000		\$16,000		\$77,000
FGA-12-N001	Section 5310 Grant	NCCOA	FTA	\$64,000	\$8,000	\$8,000		\$80,000
FGA-12-P001	Section 5310 Grant	Ride Solution	FTA	\$360,000	\$45,000	\$45,000		\$450,000
FGA-12-C002	Section 5310 Grant	CCCOA	FTA	\$132,000	\$16,500	\$16,500		\$165,000
FGA-12-B002	Section 5311 Grant	BCCOA	FTA	\$200,000			\$200,000	\$400,000
FGA-12-N002	Section 5311 Grant	NCCOA	FTA	\$230,000		\$230,000		\$460,000
FGA-12-S001	Section 5311 Grant	SJCCOA	FTA	\$289,451			\$289,451	\$578,902
FGA-12-P002	Section 5311 Grant	Ride Solution	FTA	\$400,000		\$400,000		\$800,000
FGA-12-C001	Section 5311 Grant	CCCOA	FTA	\$199,500			\$199,500	\$399,000
FGA-12-N003	Section 5316 Grant	NCCOA	FTA	\$125,000		\$125,000		\$250,000
FGA-12-S002	Section 5316 Grant	SJCCOA	FTA	\$232,026			\$232,026	\$464,052
FGA-12-S003	Section 5316 Grant	SJCCOA	FTA	\$111,506			\$111,506	\$223,012
FGA-12-P003	Section 5316 Grant	Ride Solution	FTA	\$240,000	\$30,000	\$30,000		\$300,000
FGA-12-P004	Section 5316 Grant	Ride Solution	FTA	\$84,437		\$84,437		\$168,874
FGA-12-S004	Section 5316 Grant	QOLCS	FTA	\$53,974			\$83,820	\$137,794
FGA-12-C003	Section 5316 Grant	CCCOA	FTA	\$50,536			\$50,536	\$101,072
FGA-12-B003	Section 5316 Grant	BCCOA	FTA	\$70,000		\$17,500		\$87,500
FGA-12-B004	Section 5316 Grant	BCCOA	FTA	\$55,934		\$55,934		\$111,868
FGA-12-P005	Section 5317 Grant (Rt. 10)	Ride Solution	FTA	\$70,203		\$70,203		\$140,406
FGA-12-P006	Section 5317 Grant (Rt. 12)	Ride Solution	FTA	\$72,903		\$72,903		\$145,806
FGA-12-P007	Section 5317 Grant (Rt. 14)	Ride Solution	FTA	\$13,500		\$13,500		\$27,000
FGA-12-P008	Section 5317 Grant (Rt. 16)	Ride Solution	FTA	\$18,900		\$18,900		\$37,800
FGA-12-P009	Section 5317 Grant (Rt. 18)	Ride Solution	FTA	\$48,602		\$48,602		\$97,204
FGA-12-P010	Section 5317 Grant (Rt. 20)	Ride Solution	FTA	\$43,201		\$43,201		\$86,402
FGA-12-P011	Section 5317 Grant (Rt. 22)	Ride Solution	FTA	\$49,645		\$49,645		\$99,290
FGA-12-S005	Section 5317 Grant	QOLCS	FTA	\$69,760		\$17,440		\$87,200
FGA-12-S006	Section 5317 Grant	QOLCS	FTA	\$26,291			\$41,910	\$68,601
FGA-12-B005	Section 5317 Grant	BCCOA	FTA	\$106,980		\$106,980		\$213,960
FGA-12-N004	Section 5317 Grant	NCCOA	FTA	\$50,000		\$50,000		\$100,000

5310 Grants

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-R001

Applicant: BASCA, Inc.

Project Description: BASCA is submitting a Capital Assistance grant request from the U.S.C. 5310 Program (Elderly and Persons with Disabilities). The request is for (1) replacement commuter-van to serve the transportation needs of the developmentally and intellectually disabled.

The vehicle identified for replacement is a 2001 Ford E350 (V002). This vehicle was acquired by BASCA in 2003 as a used vehicle.

This vehicle has served BASCA's transportation needs for a number of years but has become very expensive to maintain due to its age and extensive use. The last two years required maintenance and repairs totaling over \$4,000. Repairs and maintenance currently needed (replace head-casket, shocks, system flush, etc.) total over \$2,500. The AC system has also been a major repair item.

The service usage of this vehicle has been reduced due to the unreliability and is used for residential home miscellaneous trip vehicle instead of a primary work transportation vehicle.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-B001

Applicant: Baker County Council on Aging, Inc.

Project Description: The BCCOA is requesting federal funds to provide non-emergency stretcher service for Baker County residents. As the Community Transportation Coordinator for Baker County, the CTC is requesting funds to provide cost effective and efficient trips for elderly and non-emergency stretcher services for the disabled population in Baker County.

The agency has the available funds to pay the match for a new vehicle, if awarded this grant. The vehicle requested is ADA accessible with (14) ambulatory seats, (1) driver's seat, and (1 to 4) wheelchair positions essential for the elderly and disabled. This will help to alleviate hiring of outside vendors to provide the service.

The agency currently hires non-emergency stretcher services at a higher fee for service because they do not have a stretcher accessible vehicle. This project would also serve in the role of disaster preparedness in supporting evacuation of the County's nursing homes and assisted living centers when a disaster or weather emergency occurs.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-N001

Applicant: Council on Aging of Nassau County

Project Description: The Council on Aging of Nassau County, the applicant agency, is requesting capital assistance for one large cutaway (14 ambulatory seats, with 4 wheelchair positions) and several capital items associated with the new Transportation Building (copier and security features).

The vehicle will replace a smaller cutaway vehicle which will reach its end of life this year, and will increase capacity for daily medical trips to Jacksonville. Often this trip has three or more clients requiring wheelchair restraints and they have to schedule multiple trips back and forth. The large cutaway will not only double wheelchair capacity (from 2 to 4) but will increase ambulatory capacity from 10 to 14.

Additionally, fencing/lighting/security camera equipment will be purchased to provide better physical security of the 10 vans they have parked near the new Transportation Building. At present, only lighting is planned but not other security for the vans were provided, leaving vans subject to vandalism and/or other security threats.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P001

Applicant: Ride Solutions, Inc.

Project Description: This project is to continue existing levels of service. Ride Solution currently operates twenty-one vehicles serving elderly and disabled passenger that are eligible for replacement. Of these, three (3) vehicles operate on a D Route that transports within Palatka high percentages of medical clients and therefore high percentages of elderly and disabled clients. Due to the additional safety margin provided by low floor vehicles in the transport of elderly and disabled passengers, Ride Solution is attempting to make the low floor vehicle the fleet standard.

All three vehicles that need to be replaced are 2003 models with over 200,000 miles and are in daily service. The grant would also replace existing; lift equipped ten (10) ambulatory two (2) wheelchair vans.

Northeast Florida Regional Council Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-C002

Applicant: Council on Aging of Clay County

Project Description: The project is designed to continue existing services with a slight increase in capacity over the vehicles being replaced. The grant award will be used to purchase one or two new vehicles to replace those that have exhausted their useful life, due to age or mileage. A new vehicle should enable them to provide additional trips since it would be anticipated that there would be less down time for maintenance or repairs.

The vehicles procured by this grant will replace a vehicle in the existing inventory. Two vehicles that need to be replaced are a 2003 Ford with 271,509 miles and a 2005 Turtle Top Terra with 235,412 miles.

5311 Grants

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-B002

Applicant: Baker County Council on Aging, Inc.

Project Description: The BCCOA is requesting recurring Section 5311 operating assistance for the year 2012-2013. This assistance is needed to run the transportation program service at existing levels and to meet the increasing demand of new ridership. As the state designated transportation provider for Baker County, federal operation funds are a must to run our program.

BCCOA funds are primarily utilized for paying drivers, purchasing of fuel, insurance, and cost of a vehicle maintenance program for the fleet of fourteen (14) buses. The local government is supportive of the grant application and annually provides the 50% match.

Northeast Florida Regional Council Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-N002

Applicant: Council on Aging of Nassau County

Project Description: The Council on Aging of Nassau County is requesting recurring Section 5311 operating assistance for the year 2012-2013. This assistance is needed to run the transportation program service at existing levels and to meet the increasing demand of new ridership.

Northeast Florida Regional Council Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-S001

Applicant: St. Johns County Council on Aging, Inc.

Project Description: St. Johns County Council on Aging, Inc. is requesting recurring Section 5311 operating assistance for the year 2012-2013. This assistance is needed to run the transportation program service at existing levels and to meet the increasing demand of new ridership.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P002

Applicant: Ride Solution, Inc.

Project Description: Funding will sustain existing services. Ride Solution will not be expanding services unless increased funding sources are secured. This year's operating budget is simply a breakeven budget. Increased revenues would initially be used to stabilize existing operations prior to being utilized to expand service.

Section 5311 funding for Ride Solution has always been used to subsidize general public service by subsidizing the agencies on whose routes the general public service is built. The funding is distributed to those human service agencies based on their percentage, in hours, of total system use. Section 5311 funds are distributed through their cost allocation methodology in the same manner as the fixed costs. These funds essentially reduce Ride Solution administrative costs billed to the agencies. The agencies, in turn, cooperate to form the route system that provides the general public service.

Northeast Florida Regional Council Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-C001

Applicant: Council on Aging of Clay County

Project Description: The Council on Aging of Clay County is requesting recurring Section 5311 operating assistance funds for the 2012-2013 year.

5316 Grants

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-N003

Applicant: Council on Aging of Nassau County

Project Description: The Council on Aging of Nassau County has applied for an Operating Assistance grant from the U.S.C Section 5316 program.

Currently, the Council provides transportation to and from employment or employment training for low-income workers. The Council began limited JARC service beginning in February of 2010 and has now transitioned to a full time “Nassau Transit” system which runs between the hours of 6:00am to 6:45pm, Monday through Friday. They are finding increasing ridership from the west side of the county to Yulee and Fernandina Beach employment sites, and several workers traverse the opposite way. Other workers are transported (demand response/ from their homes to the deviated route locations in order to utilize the Job Access and Reverse Commute (JARC) vehicles. Demand response trips to the JARC pickup points will continue to bill Transportation Disadvantaged and collect co-pays consistent with that program. JARC riders pick up along the designated routes will pay \$1.00 per ride to help contribute to the program’s success.

The Council is currently using one bus to transport riders from the Yulee transfer point to downtown Jacksonville and return. This bus is becoming increasingly full and the Council projects a need for a second bus to run back and forth between Jacksonville and Yulee, increasing the need for operational funds. In addition, due to growing requests from the students to attend FSCJ campuses, the Council will add FSCJ Yulee Campus and the FSCJ North Campus as stops along the route.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-S002

Applicant: St. Johns County Council on Aging, Inc.

Project Description: This grant application is related to the Sunshine Bus Company's Purple/Connector Route.

The proposed project consists of eight (8) runs between St. Augustine and Jacksonville daily, with four (4) leaving St. Augustine at 5:30am, 8:45am, 12:30pm, and 3:45pm, and four (4) leaving Jacksonville at 6:50am, 10:30am, 2:00pm and 5:30pm. The Purple line connects to JTA's S1 Regency/The Avenues Mall route which offers direct service to Regency Square Hub and the Rosa L. Parks FSCJ Station in downtown Jacksonville, and the L7 Soutel route with service to the Gateway Transit hub and the north side of Jacksonville.

Through a cooperative agreement with JTA using JARC funding, this project offers workers, as well as the general public, a seamless connection between St. Johns and Duval Counties, and encourages the exchange of information and resources between the two transportation providers in support of individuals in need of transportation.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-S003

Applicant: St. Johns County Council on Aging, Inc.

Project Description: This grant application is related to the Sunshine Bus Company's Teal Line.

The purpose of this request is to provide continuing operating assistance in the amount of \$111,506, representing 50% of the costs to operate the Teal line of the Sunshine Bus Company.

The Teal Line serves Elkton, Hastings and Flagler Estates, located in southwest St. Johns County, connecting residents of these rural, low-income areas to jobs and job-related activities within the county.

The Teal Line makes four (4) runs from St. Augustine, located in the urbanized portion of the county, traveling southwest on SR 207.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P003

Applicant: Ride Solution, Inc.

Project Description: This is an application for a 5316 Capital Assistance Grant.

This project is intended to continue existing levels of service in the form of Route PC50 and its attendant match routes, Palatka City Route B, and Cross County Routes E1 and E2. The Orange Park/Palatka reverse commute Route PC50 was the result of JTA's progressive Choice Ride program. Choice Ride has been viewed in northeast Florida as being the initial impetus towards regionalization. Ride Solution's highest occupancy Choice Ride route has been PC50; the 8 to 5 reverse commute from Orange Park to Palatka. While the majority of the riders on this route are not low-income in the reverse commute direction, low-income passengers do regularly ride from Palatka to Orange Park on what would normally be considered a deadhead portion of the route.

The grants funds would be used to acquire two (2) cut-away vehicles. The vehicles would have low floors and seat up to eighteen (18) ambulatory passengers with three (3) wheelchair spaces.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P004

Applicant: Ride Solution, Inc.

Project Description: This is an application for a 5316 Operating Assistance Grant.

This project is intended to continue existing levels of service in the form of Route PC50 and its attendant match routes, Palatka City Route B, and Cross County Routes E1 and E2. The Orange Park/Palatka reverse commute Route PC50 was the result of JTA's progressive Choice Ride program. Choice Ride has been viewed in northeast Florida as being the initial impetus towards regionalization. Ride Solution's highest occupancy Choice Ride route has been PC50, the 8 to 5 reverse commute from Orange Park to Palatka. While the majority of the riders on this route are not low-income in the reverse commute direction, low-income passengers do regularly ride from Palatka to Orange Park on what would normally be considered a deadhead portion of the route.

Ride Solution is applying for \$174,874 in JARC operating funding for annual operation of PC50, Route B, and Routes E1 and E2.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-S004

Applicant: Quality of Life Community Services, Inc.

Project Description: This is an application for a 5316 Operating Assistance Grant.

This application is for the creation of an agency/organizational voucher system to be used to provide JARC type employment services through a new accessible taxicab service. The vehicles for this service are being requested the New Freedom section 5317 grant program.

The agency/organizational voucher system will allow agencies and organizations who serve the subject populations to purchase vouchers for transportation on this taxi system at 50% of the value (50% coming from the transportation budget of the agency/organization and 50% coming from JARC funding). By accessing the accessible taxi system at standard taxi rates, the overall cost of the transportation will be reduced especially for those passengers needing wheelchair transportation for employment related trips.

The overarching goal for the service is to fill gaps for the transportation disadvantaged in the service area with high quality transportation service utilizing credentialed transportation professionals.

Northeast Florida Regional Council Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-C003

Applicant: Council on Aging of Clay County

Project Description: This is an application for a 5316 Operating Assistance Grant.

The Gainesville Commuter Magenta Line would be a new service providing a deviated fixed route to the citizens in the Keystone Heights area to commute and connect to employment opportunities in the Gainesville area. The grant will fund services that will provide connectivity to a regional transit system, thus greatly expanding the transportation options for the riders. This service would provide the availability of access to employment areas such as North Florida Regional Medical Center, University of Florida, and Santa Fe Community College, as well as many other smaller businesses. The new funding would expand the geographical area and increase service to unduplicated riders. Additional stops can be added to meet the needs of the riders and increase ridership.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-B003

Applicant: Baker County Council on Aging, Inc.

Project Description: This is an application for a 5316 Capital Assistance Grant.

This grant request would be used to purchase one (1) new 20-seat vehicle. No existing vehicle would be replaced in conjunction with this request.

This vehicle would be used to provide transportation to and from employment and employment training sites for customers of the Work Source Temporary Assistance for Needy Families (TANF) program in Baker County. Work Source has reported to BCCOA that there are currently about 40 TANF customers in Baker County who make regular trips to Work Source in Macclenny, and who would be targeted for this service.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-B004

Applicant: Baker County Council on Aging, Inc.

Project Description: This is an application for a 5316 Operating Assistance Grant.

On a demand response basis, BCCOA will provide transportation to and from employment and employment training sites for customers of the Work Source Temporary Assistance for Needy Families (TANF) program in Baker County. Work Source has reported to BCCOA that there are currently about 40 TANF customers in Baker County who make regular trips to Work Source in Macclenny, and who would be targeted for this service. It is estimated that these customers make about 160 trips to Macclenny Work Source office each month, and that about half of these customers are in need of transportation assistance.

Operating funds would also be used to initiate a new flexed route service that will connect Work Source in Macclenny to Florida Gateway College in Lake City; and that will also provide transportation for workers who live in Lake City and Columbia County who are employed at the Northeast Florida State Hospital in Macclenny. Within Macclenny, the new flex route will also provide a connection between Baldwin and downtown Jacksonville, as well as to employment training opportunities at the downtown and Kent campuses of FSCJ of Jacksonville.

5317 Grants

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P005

Applicant: Ride Solution, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant for Route 10.

This project will provide continued and new 5317 service for Agency for Persons with Disabilities (APD) clients who are losing the APD Medwaiver transportation funding as a result of the implementation of the ADP “Tier” or iBudget management system.

Ride Solution operates Florida’s only fully flex-route system. Putnam County human service funding has been interwoven into one-size fits all routes and schedules that are then opened to the general public. Ride Solution has averaged, over its 25-year history, less than a 1% margin before depreciation. Due to the interwoven nature of the services and the extremely-low margin, removal of significant funding will result in the collapse of the flex-route system and cessation of the service to the community at-large.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P006

Applicant: Ride Solution, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant for Route 12.

This project will provide continued and new 5317 service for Agency for Persons with Disabilities (APD) clients who are losing the APD Medwaiver transportation funding as a result of the implementation of the ADP “Tier” or iBudget management system.

Ride Solution operates Florida’s only fully flex-route system. Putnam County human service funding has been interwoven into one-size fits all routes and schedules that are then opened to the general public. Ride Solution has averaged, over its 25-year history, less than a 1% margin before depreciation. Due to the interwoven nature of the services and the extremely-low margin, removal of significant funding will result in the collapse of the flex-route system and cessation of the service to the community at-large.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P007

Applicant: Ride Solution, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant for Route 14.

This project will provide continued and new 5317 service for Agency for Persons with Disabilities (APD) clients who are losing the APD Medwaiver transportation funding as a result of the implementation of the ADP “Tier” or iBudget management system.

Ride Solution operates Florida’s only fully flex-route system. Putnam County human service funding has been interwoven into one-size fits all routes and schedules that are then opened to the general public. Ride Solution has averaged, over its 25-year history, less than a 1% margin before depreciation. Due to the interwoven nature of the services and the extremely-low margin, removal of significant funding will result in the collapse of the flex-route system and cessation of the service to the community at-large.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P008

Applicant: Ride Solution, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant for Route 16.

This project will provide continued and new 5317 service for Agency for Persons with Disabilities (APD) clients who are losing the APD Medwaiver transportation funding as a result of the implementation of the ADP “Tier” or iBudget management system.

Ride Solution operates Florida’s only fully flex-route system. Putnam County human service funding has been interwoven into one-size fits all routes and schedules that are then opened to the general public. Ride Solution has averaged, over its 25-year history, less than a 1% margin before depreciation. Due to the interwoven nature of the services and the extremely-low margin, removal of significant funding will result in the collapse of the flex-route system and cessation of the service to the community at-large.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P009

Applicant: Ride Solution, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant for Route 18.

This project will provide continued and new 5317 service for Agency for Persons with Disabilities (APD) clients who are losing the APD Medwaiver transportation funding as a result of the implementation of the ADP “Tier” or iBudget management system.

Ride Solution operates Florida’s only fully flex-route system. Putnam County human service funding has been interwoven into one-size fits all routes and schedules that are then opened to the general public. Ride Solution has averaged, over its 25-year history, less than a 1% margin before depreciation. Due to the interwoven nature of the services and the extremely-low margin, removal of significant funding will result in the collapse of the flex-route system and cessation of the service to the community at-large.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P010

Applicant: Ride Solution, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant for Route 20.

This project will provide continued and new 5317 service for Agency for Persons with Disabilities (APD) clients who are losing the APD Medwaiver transportation funding as a result of the implementation of the ADP “Tier” or iBudget management system.

Ride Solution operates Florida’s only fully flex-route system. Putnam County human service funding has been interwoven into one-size fits all routes and schedules that are then opened to the general public. Ride Solution has averaged, over its 25-year history, less than a 1% margin before depreciation. Due to the interwoven nature of the services and the extremely-low margin, removal of significant funding will result in the collapse of the flex-route system and cessation of the service to the community at-large.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-P011

Applicant: Ride Solution, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant for Route 22.

This project will provide continued and new 5317 service for Agency for Persons with Disabilities (APD) clients who are losing the APD Medwaiver transportation funding as a result of the implementation of the ADP “Tier” or iBudget management system.

Ride Solution operates Florida’s only fully flex-route system. Putnam County human service funding has been interwoven into one-size fits all routes and schedules that are then opened to the general public. Ride Solution has averaged, over its 25-year history, less than a 1% margin before depreciation. Due to the interwoven nature of the services and the extremely-low margin, removal of significant funding will result in the collapse of the flex-route system and cessation of the service to the community at-large.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-S005

Applicant: Quality of Life Community Services, Inc.

Project Description: This is an application for a 5317 Capital Assistance Grant.

This application is for the creation of a new accessible taxicab service through the purchase of vehicles, specifically designed to provide wheelchair accessible transportation for the use in the general community for the transportation disadvantaged needing taxicab service.

QOLCS has formed an alliance with the St. John's County Council on Aging, Inc. The Council will serve as the clearing house for passenger eligibility and voucher coordination with community non-profits wishing to utilize the program proposed in the companion 5317 application for operational funding and the JARC 5316 companion application.

Funds from this grant would be used to acquire two (2) Dodge Minivans that seat 3 to 6 passengers, as well as a year in preventative maintenance.

Since the general taxicab industry has difficulty providing on-demand accessible vehicles, this program will give providers an accessible vehicle network and trained drivers, without the providers having to invest in the vehicle themselves. Once elderly and disabled riders are aware that safe, comfortable and affordable transportation is a phone call away we believe this collaboration, along with outreach and marketing, will result in an effective and cost efficient solution that will result in a significant increase in travelers.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-S006

Applicant: Quality of Life Community Services, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant.

This proposal is to provide a new agency/organizational voucher program to give agencies and organizations who support the subject populations a lower cost alternative to transportation. By allowing such agencies/organizations to purchase vouchers with 50% from the agency/organizations transportation budget and 50% coming from the New Freedom funding, the budgets of such entities will go further in the ability to serve the subject population. By giving them access to the accessible taxi fleet, the overall cost will be reduced especially for passengers who utilize wheelchairs.

The service will operate in the same kind of an on-demand style that is traditional in the taxi industry. In practical terms, it will mean that the Beyond the ADA passenger will not be limited in the kind of quality of life trips they choose to take, the hours, or overtime hours from work they may choose to accept.

Northeast Florida Regional Council Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-B005

Applicant: Baker County Council on Aging, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant.

The ARC-North Florida, a non-profit agency for people with intellectual and developmental disabilities, has requested assistance from BCCOA in providing transportation services to its clients in Baker County. Transportation for ARC-North Florida' developmentally disabled clients would be a new service for BCCOA.

The BCCOA proposes to use the funds available to provide transportation services for nine (9) clients, including seven (7) existing clients in Baker County who are currently being served by ARC-North Florida, along with two (2) other clients that have been identified by BCCOA.

As part of this project, BCCOA proposes to expand its existing demand response services to cover additional hours of service on weekdays as well as a new service on weekends. These services will be provided on a multi-load door-to-door basis.

Northeast Florida Regional Council

Intergovernmental Coordination and Review Log

NEFRC Number: FGA-12-N004

Applicant: Nassau County Council on Aging, Inc.

Project Description: This is an application for a 5317 Operating Assistance Grant.

If funded, these 5317 monies would be used to connect Nassau County's East-West JARC 5316 service riders to the urbanized JTA system. These monies will fund the North-South portion of Nassau Transit which will connect riders from either side of the county at Yulee Transfer Point, and transport them to two places where they can transfer to the JTA system: (1) River City Shopping Area and (2) FSCJ Downtown campus just across the street from the JTA hub operations. Using JTA resources, riders can go anywhere in the urbanized area.

These services can be marketed together with regional ongoing efforts to provide seamless transportation across multiple counties.