

RESOLUTION 2017-291

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, ADOPTING THE REGIONAL MULTI-MODAL TRANSPORTATION PLAN AS ADOPTED BY THE NORTHEAST FLORIDA REGIONAL TRANSPORTATION COMMISSION (RTC)

WHEREAS, The 2013 Florida Legislature created the RTC under Chapter 343: The Northeast Florida Regional Transportation Commission Act (ACT); and,

WHEREAS, The RTC represents a Northeast Florida region that includes Baker, Clay, Duval, Nassau, Putnam and St. Johns Counties (referenced herein as the “constituent counties”); and,

WHEREAS, The ACT specifies a regionally balanced Commission with nine voting members, one each appointed by the Boards of County Commissioners in five constituent counties, two by the Jacksonville City Council and two by the Mayor of the City of Jacksonville in Duval County; and,

WHEREAS, The ACT provides for the Florida Department of Transportation (FDOT) to be represented by a non-voting advisor appointed by the Secretary of FDOT; and,

WHEREAS, in recognition of the importance of a multi-modal approach to regional transportation, the RTC was charged with the responsibility to develop a Regional Multi-Modal Transportation Plan (PLAN); and,

WHEREAS, The ACT mandated that the RTC work closely with the Jacksonville Transportation Authority (JTA), North Florida Transportation Planning Organization (NFTPO), Florida Department of Transportation (FDOT), Northeast Regional Council (NEFRC) and other local government units within the constituent counties in the development of the PLAN to ensure efficient use of resources and data; and,

WHEREAS, The RTC created the Regional Transit Coordinating Committee (RTCC) as a standing committee to advise the RTC Board on the regional coordination of local transit services; and,

WHEREAS, in 2016 the RTCC completed a Regional Transit Action Plan, which includes an implementation plan outlining specific actions and projects connecting the constituent county transit services, allowing the region to realize a decrease in peak hour single occupant vehicle trips and providing value added impact by increasing levels of transit service in the region; and,

WHEREAS, a robust regionally connected transit system will:

- Decrease traffic congestion, thus improving safety and the efficient flow of commerce;
- Increase regional economic competitiveness by improving transit service for the workforce of today and the future;
- Increase the quality of life and experience for citizens and visitors of Northeast Florida;
- Improve the region’s ability to maintain it’s Clean Region Designation, by reducing fuel consumption related to peak hour trips;
- More effectively leverage existing and proposed regional investments in other modes of transportation, including the emerging Intelligent Transportation Systems (ITS) and Smart Cities/ Regions technologies;

- Moves the Northeast Florida Region toward recognition as a center of world class transportation across all modes; and,

WHEREAS, In September, 2016 the RTC approved a draft Regional Multi-Modal Transportation Plan recognizing the regional coordination of local transit services as the area in which the RTC can have immediate and lasting impact; and,

WHEREAS, the RTC, as specified in the ACT, has conducted public hearings to gather broad input on the PLAN in each constitute county; and,

WHEREAS, the PLAN was amended to incorporate comments from the public hearings and County Commissioners; and,

WHEREAS, the final PLAN places great emphasis on the regional coordination of local transit services as the space where the RTC could add the greatest value; and,

WHEREAS, the RTC Board formally adopted the final PLAN at its April 12, 2017 meeting;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, THAT:

1. St. Johns County adopts and supports the Regional Multimodal Transportation Plan as adopted by the Northeast Florida Regional Transportation Commission.
2. This resolution shall take effect immediately upon its adoption.

ADOPTED by the Board of County Commissioners of St. Johns County, Florida this 5th day of September, 2017.

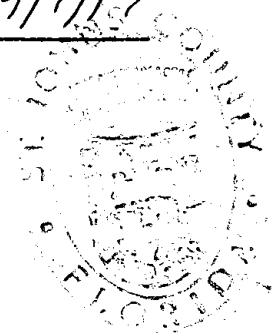
Attest: Hunter S. Conrad, Clerk

Pam Halterman
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
ST. JOHNS COUNTY, FLORIDA

[Signature]
James K. Johns, Chairman

RENDITION DATE 9/7/17





Regional Multimodal Transportation Plan



From the Commission



To the residents and community leaders of Northeast Florida;

The Northeast Florida Regional Transportation Commission is excited about our Regional Multimodal Transportation Plan, developed with regional transportation partners throughout Baker, Clay, Duval, Nassau, Putnam and St. Johns counties. The Plan defines strategies that will improve funding and implementation of regional priority projects drawn from multiple local and regional studies.

Member counties represented by the Regional Transportation Commission have already begun to benefit from more regionally coordinated transit service, expanded transit services, regional park-and-ride facilities and new technologies that make it easier for people to travel around the region. The Regional Transportation Commission will be diligent and creative as it continues the mission to attract, secure funding for and, with our partners, advance these regional priority transit projects.

The Regional Multimodal Transportation Plan reflects extensive regional planning and collaboration to ensure that the region's transportation needs are identified, prioritized and, ultimately, implemented across all modes. Our focus is on strengthening regional partnerships to enhance mobility, connect our communities and improve overall quality of life in Northeast Florida. Providing multimodal options and improving connectivity will increase our ability to be economically competitive by enhancing access to jobs, medical facilities, education and recreational opportunities.

We appreciate your partnership! Together, we can continue to make our region an even better place to live, work and play!

Doug Conkey

Chip Laibl

Bill Bishop

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Acknowledgements

The **Regional Multimodal Transportation Plan** was developed under the direction of the following community leaders:

Northeast Florida Regional Transportation Commission

Current Members

| | |
|------------------|---|
| James Bennett | <i>appointed by Baker County Commission</i> |
| Bill Bishop | <i>appointed by Jacksonville City Council</i> |
| Lindsey Brock | <i>appointed by City of Jacksonville Mayor's Office</i> |
| Doug Conkey | <i>appointed by Clay County Commission</i> |
| Ennis Davis | <i>appointed by City of Jacksonville Mayor's Office</i> |
| James Johns | <i>appointed by St. Johns County Commission</i> |
| Jim Knight | <i>Non-voting advisor appointed by the Florida Department of Transportation</i> |
| Chip Laibl | <i>appointed by Putnam County Commission</i> |
| Daniel B. Leeper | <i>appointed by Nassau County Commission</i> |
| Samuel Newby | <i>appointed by Jacksonville City Council</i> |
| Alan Mosely | <i>RTC Executive Director</i> |

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|------------------|---|
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| Rachael Bennett | <i>2013 – 2016 appointed by St. Johns County Commission</i> |
| Michael Blaylock | <i>2013 – appointed by City of Jacksonville Mayor's Office</i> |
| Neil Henrichsen | <i>2013 – 2015 appointed by City of Jacksonville Mayor's Office</i> |
| Ray Holt | <i>2013 – 2015 appointed by Jacksonville City Council</i> |
| Scott Wilson | <i>2016 – appointed by Jacksonville City Council</i> |
| Joe Stephenson | <i>2013 – 2017 RTC Executive Director</i> |

Regional Transit Action Plan Working Group

The following members of the Regional Transit Action Plan Working Group, contributed their time, creativity and regional commitment to development of the Regional Transit Action Plan.

| | |
|----------------------|---|
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| Denise Bunnewith | <i>North Florida Transportation Planning Organization</i> |
| Ed Clark | <i>St. Johns County Council on Aging</i> |
| Doug Conkey | <i>Clay Chamber</i> |
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| Drew DeCandis | <i>Clay County Council on Aging</i> |
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| Rebecca Dennis | <i>St. Johns County Planning Department</i> |
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| Margo Moehring | <i>Northeast Florida Regional Council</i> |
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| Boyd Thompson | <i>Ride Solution</i> |
| Mark Wood | <i>Jacksonville Transportation Authority</i> |
| Carl Weckenmann | <i>Jacksonville Transportation Authority</i> |
| Jackie Wright | <i>Baker County Council on Aging</i> |

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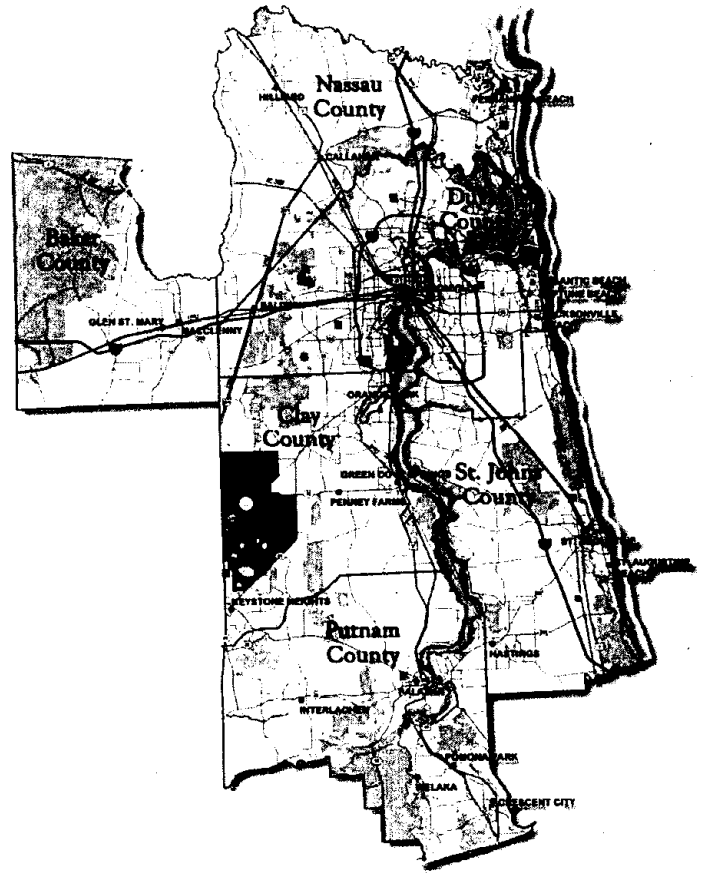
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Executive Summary

This *Regional Multimodal Transportation Plan* will be implemented through leadership, partnership, and advocacy. It represents coordinated efforts and strategic partnering on behalf of the **Northeast Florida Regional Transportation Commission (RTC)** and its partners: Baker, Clay, Duval, Nassau, Putnam and St. Johns Counties.

Building upon years of planning and collaboration among the region's community leaders, transportation professionals and transportation service providers, the region responded to the call for action and created the RTC. Creation of the RTC acknowledged that a collective voice is essential to go beyond existing governmental processes to combine resources. Our collective voice is necessary to truly address transportation needs and more efficiently connect our citizens to jobs, education, medical services and more. For the past two years the RTC has embraced the challenge to:

- » **Facilitate regionally coordinated local transit,**
- » **Address** the connection of services people depend on to manage health and get to work,
- » Seek opportunities to expand multimodal transportation options; and
- » Investigate funding strategies to further advance the regional priority projects.



"To improve mobility and expand multimodal transportation options for persons and freight throughout the six-county North Florida region."

Northeast Florida RTC






The RTC has invested resources to advance multimodal transportation investments. These steps will provide transportation choices, respond to changing demographics, and unite our communities to share in the benefits of regional coordination. A well-organized region can better compete for limited funding and advocate for resources to meet the needs of its citizens, businesses and visitors across all modes including: transit, roads, trails, and freight.

The Northeast Florida Regional Transportation Commission (RTC) may not play the same role in each project or initiative included in this document. During implementation, the RTC's roles will vary among the following three positions:

- » **Leadership** - The RTC, with its unique membership makeup and overall regional mission, will provide an appropriate organizational structure to seek funding and implement projects.
- » **Partnering** - There will be opportunities for the RTC to advance implementation of regionally important projects by partnering with other entities. The RTC can provide regional transportation context and support to a team focused on advancing transportation projects.
- » **Advocacy** - The RTC would advocate for project implementation through letters of support, testifying before public agencies, and overall support for projects.

Projects identified in this *Regional Multimodal Transportation Plan* were selected using "regional significance" criteria to ensure that only projects demonstrating regional benefits by facilitating mobility will be eligible for consideration. Projects also focused on "Regional Corridors" to allow for better coordination of planning, funding and implementation on a regional scale. As shown below, **Coordinated Regional Transit Services**, are the RTC's top priority, in which the RTC will play a leadership role.













Table ES-1: Summary of Recommended Project Prioritization

| Priority | Project Descriptions | Type | Estimated Construction Cost | RTC Role |
|----------|---|---|-----------------------------|------------|
| 1 | Coordinated Regional Transit Services |  | Varies | Leadership |
| 2 | First Coast Expressway (Clay County to St. Johns County) |  | \$2 B | Advocacy |
| 3 | Florida Future Corridors Study (Tampa to Jacksonville, NE Florida segment cost) |  | \$2 B | Partnering |
| 4 | St. Johns River/Mayport Ferry |  | \$29 M | Advocacy |
| 5 | North Rail Freight Corridor |  | \$159 M | Advocacy |

Source: RTC Creating Regional Connections (see Table 4 for the complete list of priorities)

For Coordinated Regional Transit Services, the following table describes the action items recommended for implementation through the RTC's leadership.

Table ES-2: Implementation Projects for Coordinated Regional Transit

| Priority | Project Description | Type | Est. Project Cost | RTC Role |
|--|---|--|-------------------|------------|
| Immediate Implementation (2017/2018) | | | | |
| 1 | Form a regional transit coordinating council (RTCC) as committee of the RTC |  | \$30 K | Leadership |
| 1 | Establish a Mobility Network to provide information sharing platform |  | \$35 K | Leadership |
| 1 | Coordinate agency resources for grant writing |  | \$30 K | Leadership |
| 1 | Improve the joint procurement of support resources including technical assistance |  | \$30 K | Leadership |
| 1 | Create a Regional Technology Sub-Committee to the RTCC |  | \$20 K | Leadership |
| Implement in Near Future (1 to 4 years) | | | | |
| 1 | Create a regional brand and marketing plan |  | \$300 K | Leadership |
| 1 | Coordinate fleet availability and sharing program |  | \$50 K | Leadership |
| 1 | Implement a joint driver training program |  | \$30 K | Leadership |
| 1 | Develop a Regional Transit ITS Strategic Plan |  | \$200 K | Leadership |
| Implement as part of Long Range Plan (greater than 4 years) | | | | |
| 1 | Identify funding for veterans' transportation |  | \$30 K | Leadership |
| 1 | Implement consistent regional fare collection practices |  | \$100 K | Leadership |
| 1 | Implement a regional trip broker and purchase of service system |  | \$100 K | Leadership |
| <i>See Table 6 for the complete Regional Multimodal Transportation Implementation Plan</i> | | | | |

About the Regional Multimodal Transportation Plan

To document the ongoing regional dialogue, mobility analysis and agency collaboration focused on improving regional transportation coordination in Northeast Florida, this *Regional Multimodal Transportation Plan* is organized into the following sections.

- » **Context:** *Our Region's Transportation Landscape*
- » **Plan:** *Components of a Regional Approach*
- » **Projects:** *Regional Priorities*
- » **Funding:** *Paying for Regional Mobility*
- » **Implementation:** *Connecting Communities*
- » **Conclusion:** *What's Next*
- » **Appendices**

This document specifically fulfills the requirements set forth in Chapter 343, Part 1, Florida Statutes (included in the Appendices and available on the RTC website at www.nefrtc.com).

"We have 7 counties all sending buses to Shands Hospital. Seven busses all parked in a row waiting for passengers to finish their appointments. If we had a coordinated regional system, we can actually provide more services to our passengers and possibly reduce down time and fuel cost. We are now all on the same scheduling system and need to take the next step."

**Jackie Wright, Executive Director
Baker County Council on Aging**

Context: Our Region's Transportation Landscape

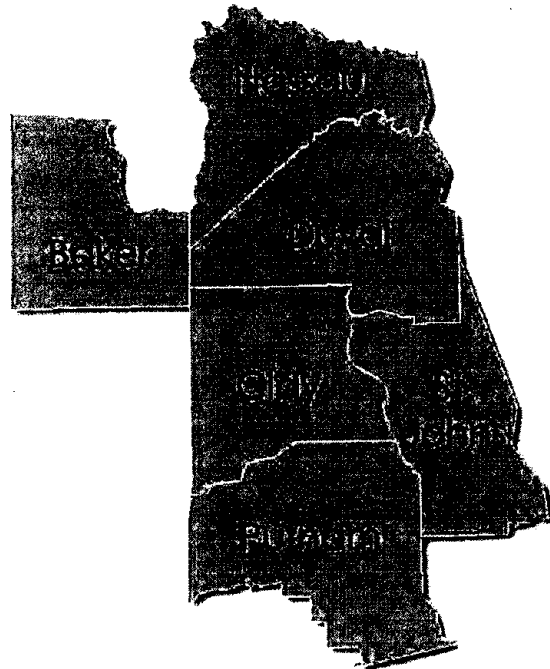
The Northeast Florida region continues to grow and prosper. Our region and State are experiencing record levels of citizens and visitors who contribute to a diversifying economy. Across the country, **regions** are being recognized as the proper scale or geography for planning and implementing economic development and infrastructure improvements.

This regional approach is demonstrated by:

- » The alignment of economic development goals for our region;
- » The State's focused desire to diversify our economy; and,
- » The Florida Department of Transportation (FDOT) initiatives to more directly tie transportation with sustainable job growth.

The recent federal transportation bill, *Fixing America's Surface Transportation (FAST Act)*, places emphasis on regional funding priorities and decision making. Organizations such as the **Northeast Florida Regional Transportation Commission (RTC)** are well positioned to add value and lead activities that leverage the strong relationship between transportation, economic growth and quality of life.

This *Regional Multimodal Transportation Plan* provides a framework to move regional transportation priorities forward. Our goal is to better connect our communities, enhance mobility through multimodal options and ultimately, to demonstrate that Northeast Florida is the best place to live, work and play!



The Northeast Florida Regional Transportation Commission (RTC)

- » Established June 14, 2013
- » Formalized under Chapter 343, Part 1, Florida Statutes
- » Represents six-county North Florida region including Baker, Clay, Duval, Nassau, Putnam, and St. Johns counties
- » Nine voting members plus one non-voting FDOT member

Demand for Regional Transportation

The US Census 2015 population estimate, from the American Community Survey (ACS), finds that the Northeast Florida region is home to over 1.52 million people. This Survey provides vital information about the people who live in our region and how they travel. This data was used to identify significant regional mobility patterns and the need for investments in capital and operations to improve regional transportation.

More information about regional mobility needs and travel patterns is provided in the Appendices within Table A-3 (Regional Demographics and Socioeconomic Characteristics). The table details county populations, socioeconomic characteristics, existing and future mobility needs.

Travel to Work: Over 614,400 commuters travel for work daily within the region. The ACS statistics demonstrate that approximately 85% of all commuters drive alone. Almost 20% rely on transit, carpool, a friend or relative, taxi, or bicycle to access employment.

Table 1 and Figure 1 both demonstrate the relationship of daily commuters between their county of residence and county of work within the region. Table A-2 in the Appendices details the total number of daily commuters between the county of residence and county of work. Travel occurring outside of the region is not illustrated in these tables or figures.

Figure 1: Commuter Travel Flows

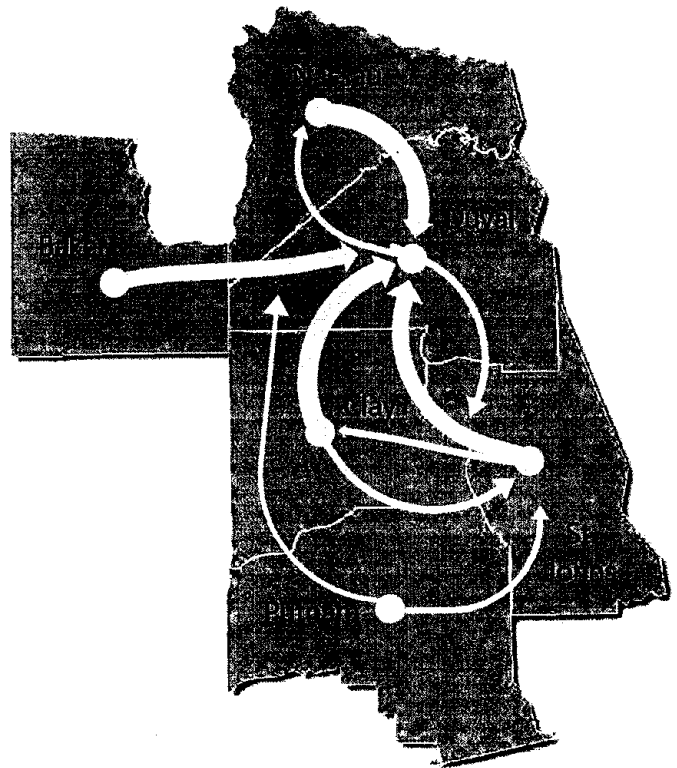


Table 1: Daily Commuter Travel Flows - Percentages

| Commuters FROM | TO | | | | | |
|------------------|-------|-------|-------|--------|--------|-----------|
| | Baker | Clay | Duval | Nassau | Putnam | St. Johns |
| Baker | 53.0% | 1.5% | 44.4% | - | - | 1.1% |
| Clay | 0.5% | 43.9% | 51.4% | 0.2% | 1.2% | 2.7% |
| Duval | 0.2% | 2.1% | 94.8% | 0.5% | 0.1% | 2.3% |
| Nassau | 0.4% | 0.8% | 43.9% | 54.6% | - | 0.3% |
| Putnam | - | 3.6% | 5.8% | - | 81.7% | 8.8% |
| St. Johns | - | 1.4% | 39.0% | 0.2% | 0.8% | 58.6% |

Source: American Community Survey (2009- 2013)

There are three interesting takeaways from Table 1:

- » Roughly half of the daily commuters in Baker, Clay, Nassau and St. Johns counties, work in another county.
- » More people commute from Putnam County to St. Johns County than to Duval County for work. Most commuters (82%) stay within Putnam County for work.
- » Most of Duval County's workers stay within Duval County. However, over 20,000 daily commuters travel from Duval County to the surrounding counties for work.
- » There is evidence of over 6,000 people traveling daily to work between Clay, St. Johns, and Putnam counties.

Investments are needed for roadways, public transportation, pedestrian and bicycle trails and facilities, and mobility services for youth, elderly person, and disabled populations. As Table 1 illustrates, transportation improvements are also necessary *within* the counties in the region to support internal mobility and "intra-regional" county-to-county travel.

Commutes Times. Table 2 shows average commute time for each county relative to the percentage of internal (staying within the county) and external (leaving the county) commuter trips. Duval County has the shortest average commute time at 23.5 minutes. Clay County has the longest at 32.3 minutes.

Table 2: Average Commuter Times

| | Commute Time (min) | Internal Trips | External Trips |
|---|---------------------------|-----------------------|-----------------------|
| Baker | 29.6 | 53.0% | 47.0% |
| Clay | 32.3 | 43.9% | 56.1% |
| Duval | 23.5 | 94.8% | 5.2% |
| Nassau | 28.8 | 54.6% | 45.4% |
| Putnam | 27.7 | 81.7% | 18.3% |
| St. Johns | 26.3 | 58.6% | 41.4% |
| <i>Source: U.S. Census, ACS 2009-2013</i> | | | |

Residential and employment growth continues within the region. Where it occurs and how it occurs will impact travel times.

Ideally, future growth can encourage a positive jobs/housing balance with a mix of residential and employment close together, well connected to the transportation network. This pattern will support shorter commutes, even walkable commutes, as well as a more efficient network for longer commutes. If future growth continues the current pattern of spread out development, then the number of miles we travel will increase. This will worsen congestion, increase travel times and adversely impact economic growth.

Travel to Medical Appointments: Age, disability, and income characteristics are heavily associated with mobility needs of our region. The percent of the population over age 65 **will double in the next ten years.** Persons aging in place is particularly challenging in rural areas. The cost of providing transit and paratransit services in rural counties is more expensive, as the trips tend to be longer with fewer people on each vehicle.

Putnam County has the highest percentage of people over the age of 65 (20%) and with disabilities (16.5%). In Nassau County, 18% of the population is over the age of 65. These

3.6 Million
 Americans miss or delay medical care appointments because they lack transportation to their appointments.
Source: AARP Report 2015

counties will see the greatest increase in transportation demand for seniors. Many of these trips will be across county lines to access regional medical, social and Veterans Affairs services (see Figure A-1 in appendices). Based on input from the region's paratransit service providers, a majority of the trip destinations are for medical purposes, with UF Health (Shand's) Medical Center being the top destination in the region for these trips.

Existing Transit Services. Almost 12.7 million annual transit and paratransit trips are provided in the region. Table 3 shows the number and type of transit trips by county. Note the high percentage of paratransit services are provided to seniors and disabled persons. Services to seniors and disabled persons encompass the majority of transit service provision for all counties except Duval. Regionally, over 3.7 million trips are provided to seniors and disabled passengers for access to medical appointments, jobs, and quality of life improvements. This demand will grow over the next ten years, because the number of seniors residing in the region will double.

"Over the many years that I operated Laibl Tire on Reid Street in Palatka, I met many working people who lost their drivers licenses for various reasons. In most cases, these people soon lost their jobs and their ability to support their families as well. We need regional public transit to keep these people in the work force and their families out of poverty."

**Chip Laibl, RTC Commissioner
 Putnam County**

The types of transit services currently operated in the region include fixed, flex and express route bus services, bus rapid transit (BRT), and paratransit services. Areas with higher residential density (more people per square mile) are typically served best by

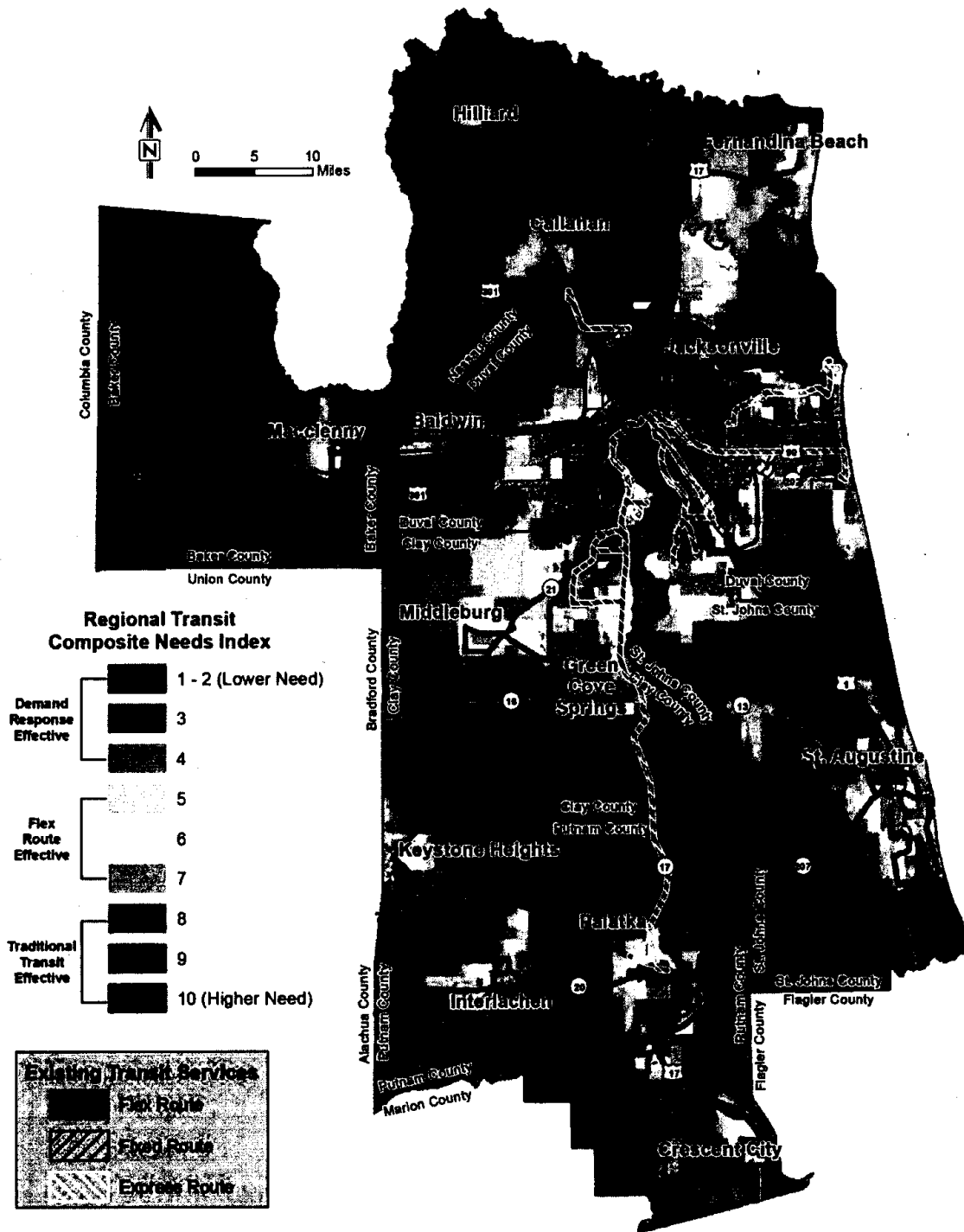
Table 3: 2015 Transit Ridership in the Region

| County | Total Trips | Fixed Route | Flex Route | Paratransit | % Senior or Disabled |
|--------------|-------------------|-------------------|----------------|----------------|----------------------|
| Baker | 28,101 | - | 7,245 | 20,856 | 67% |
| Clay | 137,227 | - | 58,727 | 78,500 | 57% |
| Duval | 11,976,937 | 11,443,122 | 191,136 | 342,679 | 26% |
| Nassau | 47,998 | - | 10,639 | 37,359 | 70% |
| Putnam | 143,448 | - | 130,483 | 12,965 | 100% |
| St Johns | 345,749 | - | 268,224 | 77,525 | 95% |
| Total | 12,679,460 | 11,443,122 | 666,454 | 569,884 | 29% |

fixed route bus. Paratransit/demand response services are the most expensive services to provide because each trip is customized, covers more miles and serves fewer people per vehicle hour. Flex routes are designed to serve emerging markets and lower density areas. The cost-effectiveness of flex routes is typically between that of fixed route and paratransit.

Figure 2 illustrates the density of transit dependent populations (*Composite Transit Needs*) and *Existing Services*.

Figure 2: Composite Transit Needs and Existing Transit Services



Context: Our Region's Transportation Landscape

Benefits of Regional Coordination

An effective transportation network facilitates the efficient movement of goods and services without regard for jurisdictional lines. Transportation investments are typically organized based on national, state, and local needs. Both the state and federal levels of government have well developed systems for planning, funding, constructing and operating infrastructure on these levels. Historically, as local communities have grown together across local government jurisdictions, gaps have developed in transportation planning, infrastructure investments, and public mobility services that respond to regional needs. This describes the need for the coordination of regionally focused transportation services and facilities.

Agencies such as the FDOT and North Florida Transportation Planning Organization (North Florida TPO) routinely assess and document regional transportation needs, but public and leadership support for specific projects is most commonly expressed from local perspectives. Multiple levels of governmental jurisdiction and regulatory requirements of coordinating numerous funding sources become challenges to regionally focused investments.

Creating a regional partnership that goes beyond the existing transportation planning processes will **advance regionally significant projects** and **services** while equitably sharing revenues and expenses. The Northeast Florida region has had recent success in regional transportation coordination. Building upon this success is an important objective of this regional transportation plan.

For example, here are several regional transit coordination projects in which the RTC anticipates continued involvement:

- » **Northeast Florida Mobility Coalition (Mobility Coalition)** - Beginning in 2006, this group of transportation agency representatives, planners and service providers, met and advocated for improved transit services, funding, and technical support. Successful Mobility Coalition projects include: cooperative grant writing, service development, training, technology modernization and new equipment.
- » **TransPortal** – This national model for innovation in regional mobility began with federal grants which produced a website to help people discover, plan and book trips using multimodal transportation options across the region.
- » **Web-based Scheduling** – A region-wide, multiple service provider, transit trip booking and scheduling system. This tool allows six transit providers throughout the region to schedule client trips, identify opportunities to avoid duplication of services and improve multimodal options.
- » **Travel Training** – A regional program that teaches people to use multimodal transportation options, particularly public transit.



These examples have significant positive impacts on improving transit service quality, quantity, information and advocacy. The RTC, and this regional transportation plan with supporting documents, will strengthen similar initiatives, providing a **shared benefit** among all **regional partners**.

Benefits of Regional Coordination

- » Reduction in costs to provide service;
- » Expansion in service areas and hours of operations;
- » Creation of a seamless regional transportation system that is better publicized; reliable, and accessible;
- » Increased customer satisfaction and quality of life;
- » Economic growth in each county; and
- » Justification for more transportation funding from a greater number of funding sources.

Source: Northeast Florida Coordinated Mobility Plan, September 2014

Advancing a Multimodal Regional Vision

Our regional mobility needs are growing faster than existing organizational, funding and operational infrastructure can support. Like other regions throughout Florida, Northeast Florida needed a well-connected, multimodal transportation network to meet the demands of changing demographics, increasing commute times, and lack of modal choices. Regional agencies such as the South Florida Transportation Authority, Central Florida Transportation Authority and Tampa Bay Regional Transportation Authority have brought regional perspectives to their areas.

Corporative participation among FDOT, North Florida TPO, Northeast Florida Regional Council (NFRC), the Jacksonville Transportation Authority (JTA), and other transportation providers in the region, resulted in a local recommendation for a *Northeast Florida Regional Transportation Study Commission (Study Commission)*. In 2010, the State Legislators created the *Study Commission* as Chapter 2010-212, Laws of Florida. By December 2012, the Study Commission produced a final report, *Connecting Regionally for Success*. This report recommended that a **Northeast Florida Regional Transportation Commission** be created and charged with specific responsibilities necessary to carry the regional vision forward to implementation. The 2013 Florida Legislature responded by enacting Chapter 343, Part I, Florida Statutes which are included in Table A-1 in the Appendices.

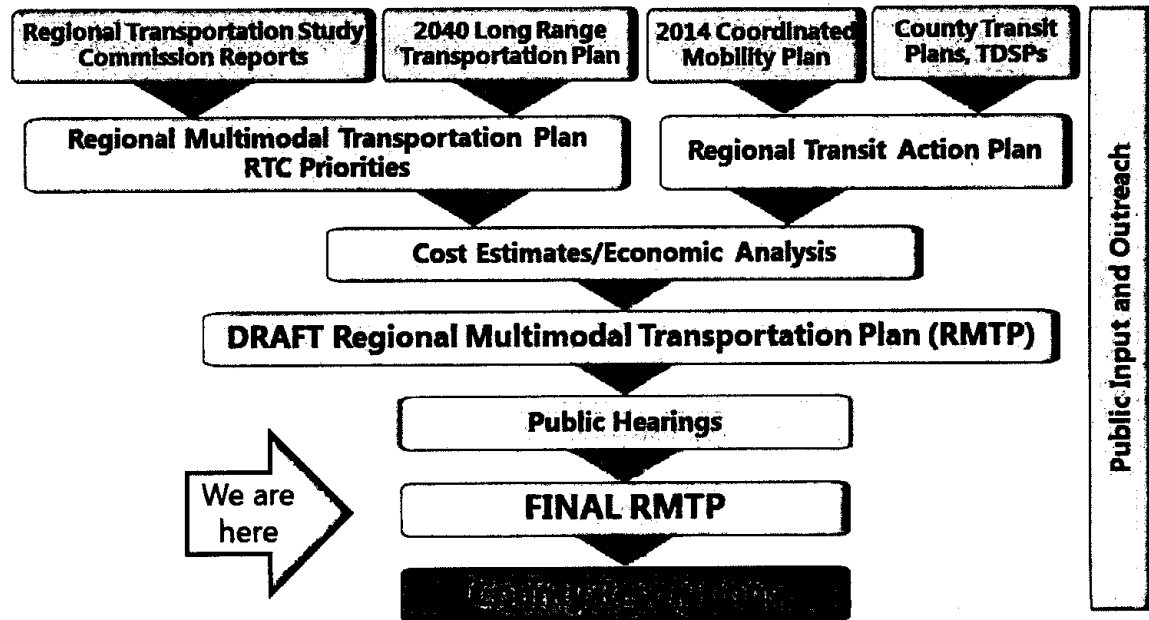
"Florida's economy increasingly functions at a regional scale, but few organizations are able to coordinate regional transportation priorities today. Improved regional decision making will require restructuring existing institutions and processes..."

Horizon 2060, Florida Transportation Plan

Moving the Region Forward

In pursuit of this regional vision, the RTC's first statutory charge is to develop a multimodal and prioritized regional transportation plan consisting of transportation projects of regional significance. Figure 3 depicts the *Regional Multimodal Transportation Plan* development and the public involvement process.

Figure 3: RTC RMTP Development Process

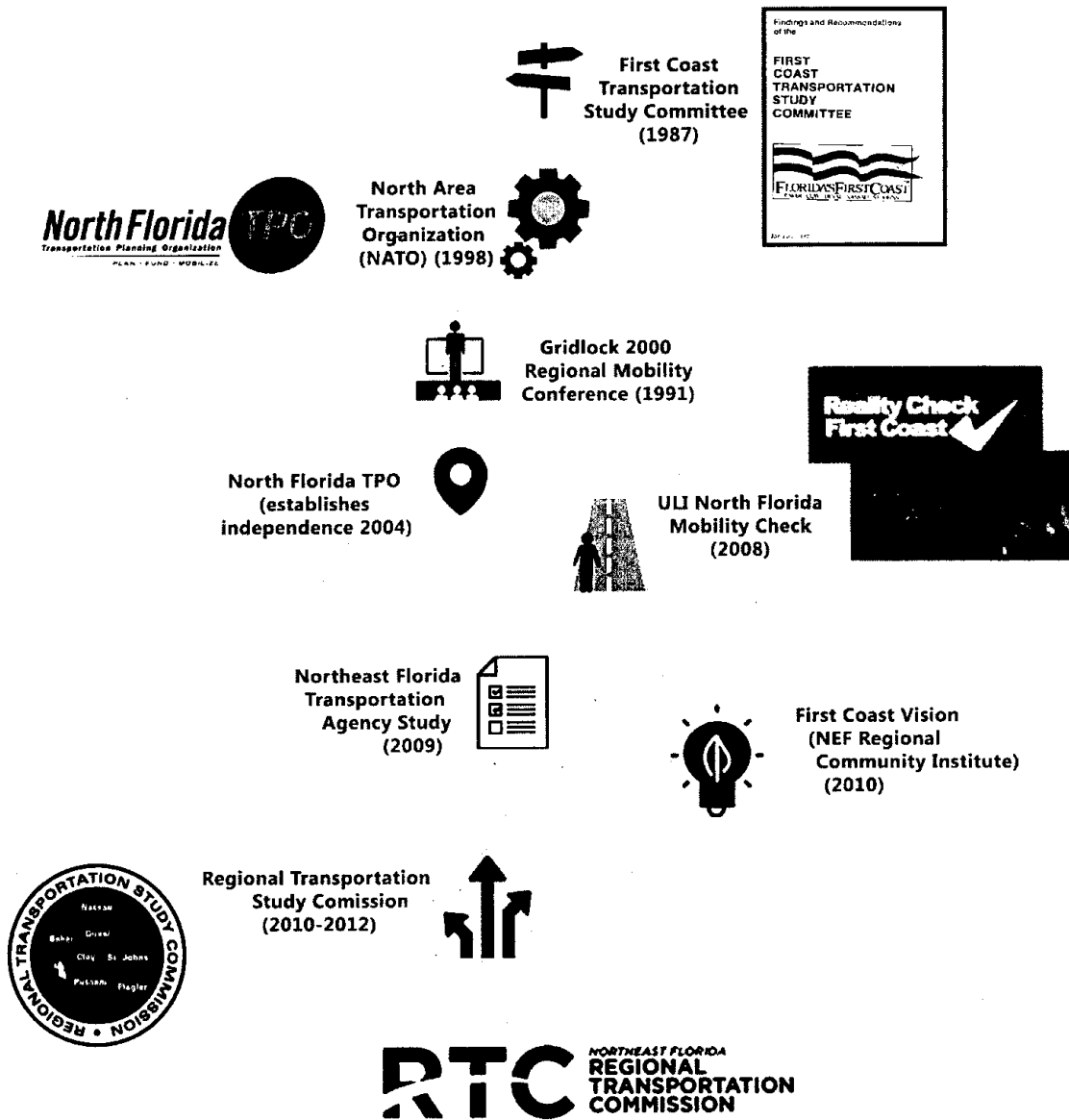


"All world class metropolitan areas, and all great regions, have great public transit systems. The creation of places where people want to live, work and play in the future depends on our ability to plan and implement world class regional transit, beginning now."

**Bill Bishop, RTC Commissioner
Duval County**

Plan: Components of a Regional Approach

This *Regional Multimodal Transportation Plan* has been a collaborative effort over a number of years. The community conversation, including defining strategies, setting priorities and implementing transportation projects on a regional scale, is not new. This regional transportation plan incorporates previous work to better connect communities and enhance the overall quality of life in our region.



Building the Plan

The Study Commission created two foundation documents upon which the RTC relied in the development of this report: *The Planning Committee Report* and the *Governance and Funding Committee Report*. These documents can be found on the RTC website www.nefrtc.com.

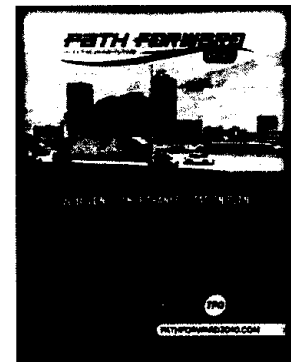
Five **goals** for the **regional transportation plan** were identified by the Study Commission:

- » Economic Competitiveness - Promote a diversified and vibrant regional economy;
- » Mobility - Expand the range of transportation options available in the region to provide efficient mobility for people and goods between activity centers, including residential, employment, and mixed-use centers;
- » Connectivity - Create efficient connectivity within the region and with state, national and global economies;
- » Integrated Planning - Integrate regional land use, transportation and natural resource plans to promote sustainable, safe, and livable communities; and
- » Implementation Resources - Maximize resources to implement a regional transportation system.

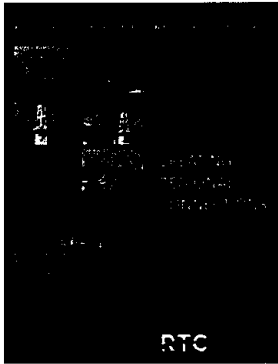
The "**Regional Transportation Corridors Plan**" (Regional Corridors) was adopted as the **recommended framework** for transportation planning and decision-making at the regional scale. The Regional Corridors Map (Figure A-2 in the appendices), with no visible county lines, defines how we move today and in the future.

With the framework in place, the RTC began more in-depth transportation planning for the region. Consistent with the enabling legislation, the *Regional Multimodal Transportation Plan* incorporates the North Florida TPO's **2040 Path Forward Long Range Transportation Plan (2040 Path Forward LRTP)**.

The *2040 Path Forward LRTP* identifies planning programs, projects, construction, and operations for the regional roadway network, ports, airports, and transit services. This report is updated every five years with a 20-year horizon and includes a list of funded and unfunded projects. This document can be found at the following link, <http://northfloridatpo.com/planning-studies/lrtp/>.

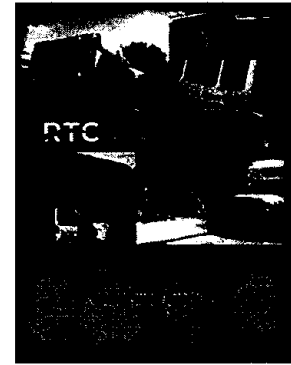


Two related planning efforts were advanced by the RTC to support the development of this Regional Multimodal Transportation Plan: (1) the RTC Priorities, **Creating Regional Connections**, and (2) the **Regional Transit Action Plan**. These plans and processes demonstrate efficiencies that minimized public expense and promote a coordinated, collaborative six county regional process.



The *Creating Regional Connections* report examines projects within the 2040 Path Forward L RTP to identify those that are regionally significant. Analysis is based on the Regional Corridors framework criteria. The report focused on projects that were not yet cost-feasible or had no path to funding. Projects were assessed to determine the need for further funding analysis. An economic analysis, in support of this report, examined existing local, state, and federal funding programs. Local revenue options that are available under existing Florida law but have not been adopted in one or more counties within North Florida. This document can be found on the RTC website at: www.nefrtc.com

The *Regional Transit Action Plan (Action Plan)* was initiated by the RTC to identify implementable projects that would enhance regional mobility through improved coordination among local transit services. The study reviewed national best practices for regional mobility coordination and identified specific strategies to increase access to transit throughout Northeast Florida. The *Action Plan* was not a new study process: Instead, it utilizes existing public transit planning studies from throughout the region. Among the many resources were the *Clay Transit Vision Study*, *Nassau County Transit Study* and the extensive analysis included in the *Northeast Florida Coordinated Mobility Plan: A Human Transportation Service Plan (September 2014)*. These and other resources can be found in RTC website at www.nefrtc.com



Collaboration

This *Regional Multimodal Transportation Plan* reflects extensive regional collaboration among regional transit providers (Baker County Council on Aging, Clay County Council on Aging, JTA, Nassau County Council on Aging, The Ride Solution and the St. Johns County Council on Aging), counties' planning staff, consultants, North Florida TPO, Northeast Florida Regional Council and the FDOT.



Public Engagement

Successful transportation projects employ processes which provide opportunity for a variety of stakeholders to contribute. Ultimately, transportation investments require community support. The RTC has presented its work and continues to afford the public opportunities to be involved in this transportation decision making process.

Since its conception, the RTC has maintained a website at www.nefrtc.com to provide access to the legislation, studies and companion documents used to develop this *Regional Multimodal Transportation Plan*.

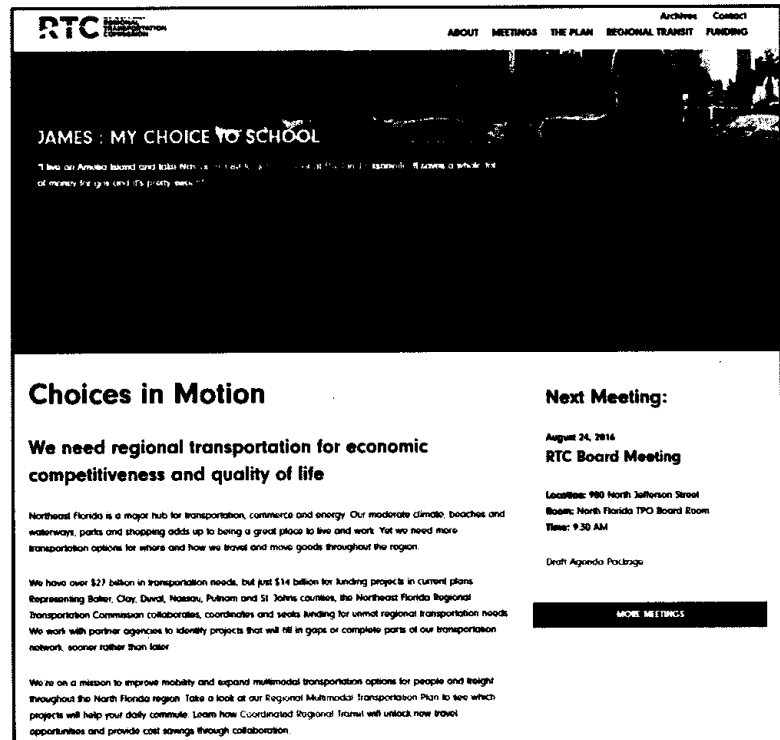
Development of the *2040 Path Forward L RTP* and the *Regional Transit Action Plan* included extensive public involvement with presentations in each county.

Public Hearings

Six Public hearings were held pursuant to and in compliance with Chapter 349.10(1)(2), Florida Statutes: "Before the adoption of the regional transportation plan or the implementation plan, a public hearing shall be conducted by the commission in each of the counties affected, at least one of which must be before the board. Any interested party shall have

the opportunity to be heard in person or by counsel and to introduce testimony in his or her behalf at the hearing. Reasonable notice of each public hearing must be published in a newspaper of general circulation in each county in which such hearings are required to be held, at least 7 days before the hearing."

Prior to conducting a hearing in each county, elected officials were offered the opportunity for a preview presentation to learn about the Northeast Florida Regional Transportation Commission (RTC) and provide input in advance of the hearing. Four of the six RTC member counties requested a preview presentation. The other two counties (Baker and Nassau) included the RTC public hearing as an advertised part of their regular Board of County Commissioners meeting. All RTC public hearings were advertised in local newspapers and on the RTC website at least seven days before each hearing. RTC board members were encouraged to have their counties post notices on county websites. The hearing materials included a PowerPoint presentation and summary brochure.

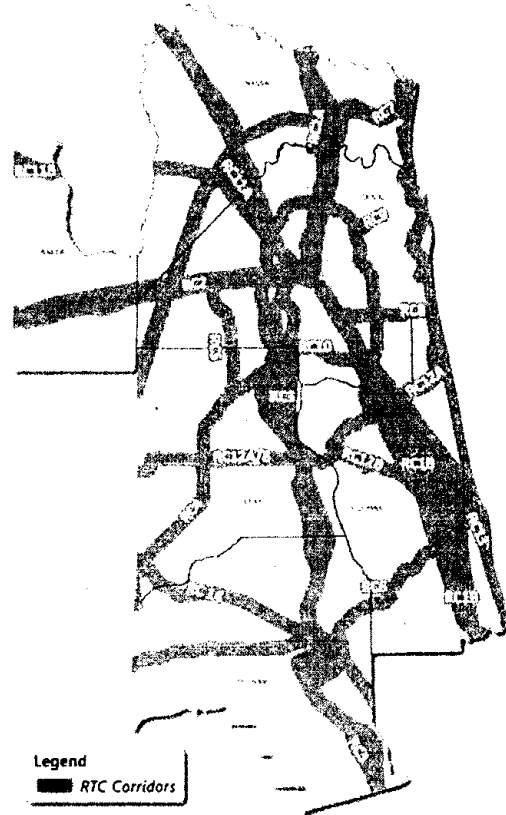


Projects: Regional Priorities

The concept of "regional significance" was an important criteria defined by the Study Commission to screen the multitude of potential projects. This process ensured that only projects that demonstrate a regional benefit by facilitating mobility, will be eligible for consideration.

Criteria for "regional" projects:

- » Carry a significant amount of inter-county or inter-regional travel
- » Serve as a primary connection between activity centers or municipalities
- » Move a significant percentage of freight within the corridor
- » Be a primary connection to marine, aviation or intermodal facilities
- » Serve as a regional emergency evacuation route
- » Support or enhance the functionality of another identified regional facility
- » Is located on a regional corridor



The detailed project evaluation matrix is illustrated in Table A-5 in the Appendices. During the RTC's *Creating Regional Connections* process, project selection was focused on the Regional Corridors shown in Figure 4. Maintaining focus on Regional Corridors and the Regional Transportation Network allows for better coordination of planning, funding and implementation at a regional scale.

A Regional Approach

- » Making Connections
- » Sharing Resources
- » Modernizing Technology
- » Expanding Services
- » Multimodal Options

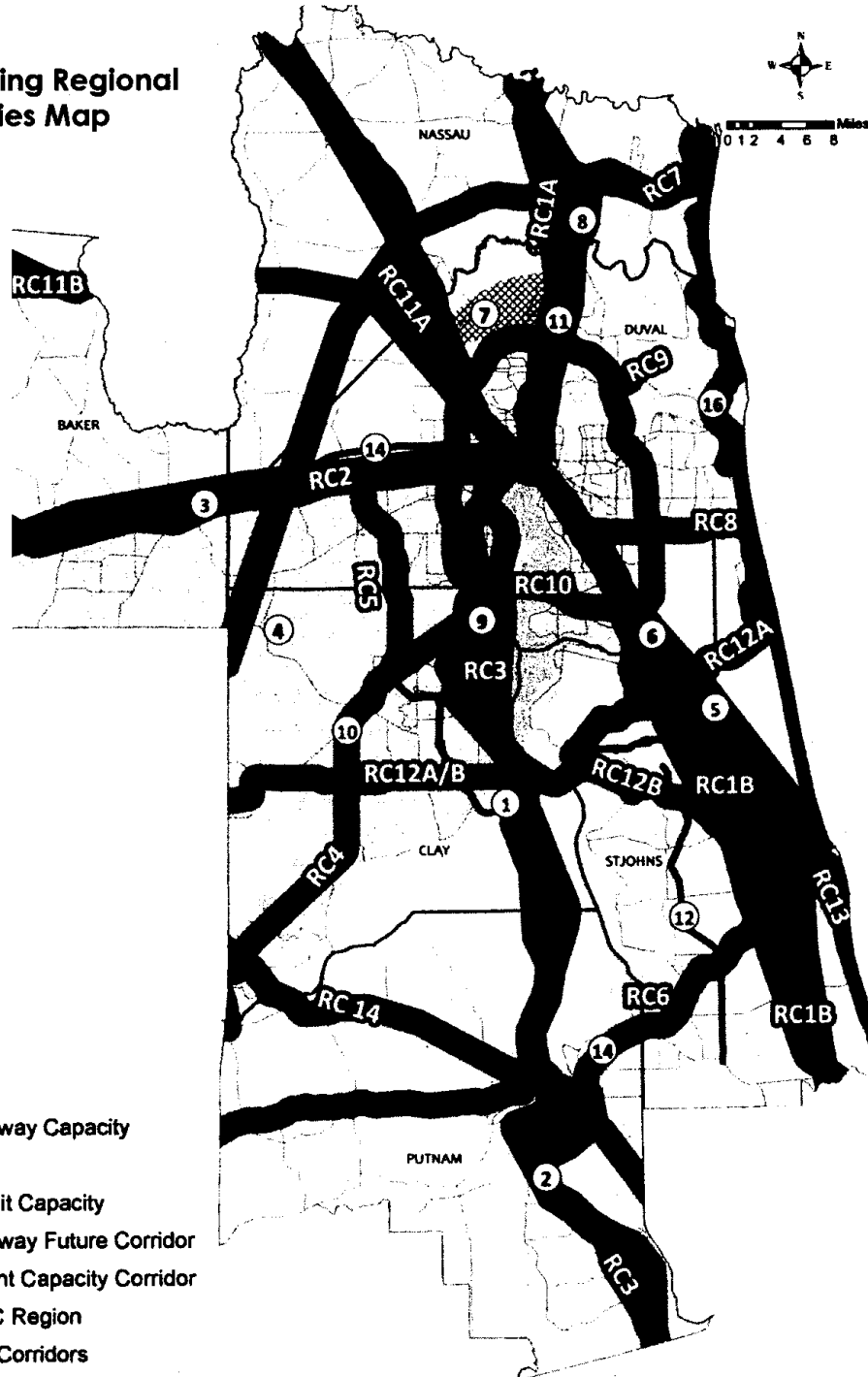
"...regional transit has the potential to reduce our gasoline consumption by 50 percent, by producing a more efficient commuter delivery system, in terms of time, dollars, and emissions, regional transit will become one of our primary tools..."

Boyd Thompson, Putnam County Resident

Based on the evaluation of these projects, the following changes were made to the Preliminary Regional Transportation Network by the RTC:

- » Northeast Florida Loop regional trail was added.
- » Corridor RC7 was modified to include the North Rail Corridor connecting CSX Wildwood and CSX Fernandina and a Regional Intermodal Facility.
- » RC1B corridor was divided (a) along I-95, US 1 and FEC and (b) CR 2209.

Figure 4: RTC Creating Regional Connections Priorities Map



Regional Focus

Based on the regional criteria and Regional Transportation Network, the following regional projects were identified by the RTC as priority projects:

Regional Transit/Rail

- » **Coordinate Regional Transit Services** as defined in *Regional Transit Action Plan*.
- » **Support waterborne transit connectivity between Nassau and Duval Counties**
- » **Implement premium commuter services.**

Regional Roads

- » **Expand access to and from Putnam County.**
 - *Widen US 17 from west of Dunns Creek to Satsuma.*
- » **Provide facilities to improve access to rural business centers and relieve truck traffic.**
 - *Construct a new road parallel to I-10/US 90 in Macclenny area.*
 - *Widen SR 21 between Camp Blanding and Middleburg.*
- » **Facilitate reliever to Interstate 95, serving growth areas and commercial district.**
 - *Widen US 17 to 4-lanes from Harts Road, north to Yulee at SR 200.*
 - *Expand CR 2209 in St. Johns County to CR 204.*
 - *Widen US 1 from SR 313 to Racetrack Road in St. Johns County.*
- » **Support multi-county and interregional travel.**
 - *Advocate for the completion of the First Coast Expressway (SR 23) and the Tampa to Jacksonville future corridor.*

Regional Trails

















- » **Complete the trail system within the region by addressing the gaps in the Northeast Florida Loop Trail.**

Regional Freight

- » **Enhance the movement of freight rail through the region; optimizing the movement of goods and alleviating congestion along the road network.**
 - *Advance project development of the North Rail Corridor.*
- » **Facilitate freight movements for the region, enhance connectivity to other transportation modes, and support economic development.**
 - *Advance project development of an Intermodal Logistics Center.*

These projects were then ranked in priority level. More information about these projects is included in the Implementation section of this document.

Table 4: Summary of Recommended Project Prioritization

| Priority | Project Descriptions | Type | Estimated Construction Cost | RTC Role |
|----------|---|--|-----------------------------|------------|
| 1 | Coordinated Regional Transit Services |  | Varies | Leadership |
| 2 | First Coast Expressway (Clay County to St. Johns County) |  | \$2 B | Advocacy |
| 3 | Future Corridor Study (Jacksonville – Tampa, NE Florida segment cost) |  | \$2 B | Partnering |
| 4 | St. Johns River/Mayport Ferry |  | \$29 M | Advocacy |
| 5 | North Rail Freight Corridor |  | \$159 M | Advocacy |
| 6 | Northeast Florida Loop Trail |  | \$16 M | Partnering |
| 7 | CR 2209 in St. Johns County |  | \$162 M | Advocacy |
| 8 | US 17 from West of Dunns Creek Bridge to Satsuma (Putnam County) |  | \$143 M | Advocacy |
| 9 | I-10/US 90 Parallel Reliever (Baker County) |  | \$7 M | Advocacy |
| 10 | US 1 from SR 313 to Racetrack Road (St. Johns County) |  | \$84 M | Advocacy |
| 11 | US 17 Harts Road to SR 200 (Jacksonville to Yulee) |  | \$3 M | Advocacy |
| 12 | SR 21 Blanding Boulevard (Clay County) |  | \$34 M | Advocacy |
| 13 | Regional Intermodal Logistics Center |  | \$65 M | Advocacy |
| 14 | Southeast Commuter Rail (St. Augustine to Jacksonville) |  | \$225 M | Partnering |
| 15 | Southwest Commuter Rail (Green Cove Springs to Jacksonville) |  | \$294 M | Partnering |
| 16 | North Commuter Rail (Yulee to Jacksonville) |  | \$271 M | Partnering |

Source: RTC Creating Regional Connections

Coordinated Regional Transit Services

The RTC identified regional transit as a primary focus for making an immediate impact on regional transportation. The *Regional Transit Action Plan (Action Plan)* examined existing service compared to regional mobility needs which resulted in recommended projects to enhance regional coordination and increase access to transit. These projects are illustrated on the map in Figure 5.

To reduce duplicity, more details about each transit priority project are include the Implementation section of this document. The priority implementation projects focus on:

- » Expanding transit services to better connect rural areas to activity centers;
- » Constructing regional park-and-ride and transit hub facilities to provide connections to transit services; and
- » Coordinating resources and advancing programs for continuous improvement, better resource utilization and to make public transit more competitive with other multimodal options.

Coordinating Transit Resources

- » **Improve communication between transit providers by:**
 - Forming a regional transit coordinating committee; and
 - Publishing collaboration portals for information sharing.
- » **Advance programs to better utilize agency resources by:**
 - Promoting a regional marketing plan;
 - Submitting coordinated regional grants;
 - Developing a joint driver training program;
 - Providing regional procurements and shared staffing,;
 - Creating a fleet sharing program.
- » **Partner for regional studies and analyses including:**
 - Regional Fare Feasibility Study;
 - Regional Park and Ride and Transit Hub Study;
 - Regional Transit ITS Strategic Plan; and
 - Creating a regional transportation website to share information and resources.
- » **Support Veterans by:**
 - Implementing a more consistent and equitable structure for veteran transportation eligibility and
 - Identifying funding for expanding service or providing additional travel discounts for veterans.

Projects: Regional Priorities

Constructing Regional Transit Hubs

» **Improve connections of people with transit services at:**

- Cecil Commerce Center in Oakleaf (RH-1);
- US 17 and US 19 in Putnam County (P-1);
- SR A1A in Fernandina Beach (P-2);
- Macclenny in Baker County (RH-3); and
- St. Johns County at the Flagler County line (RH-2).

Expanding Transit

» **Improve connection of rural and suburban areas to activity centers from:**

- Fernandina Beach and Yulee (E-2, in Figure 5);
- Julington Creek/Fruit Cove (E-4);
- World Golf Village and Nocatee (E-3);
- Ponte Vedra Beach (E-5); and from
- Hilliard, Callahan and Yulee (E-1).

» **Increase frequency of current service in:**

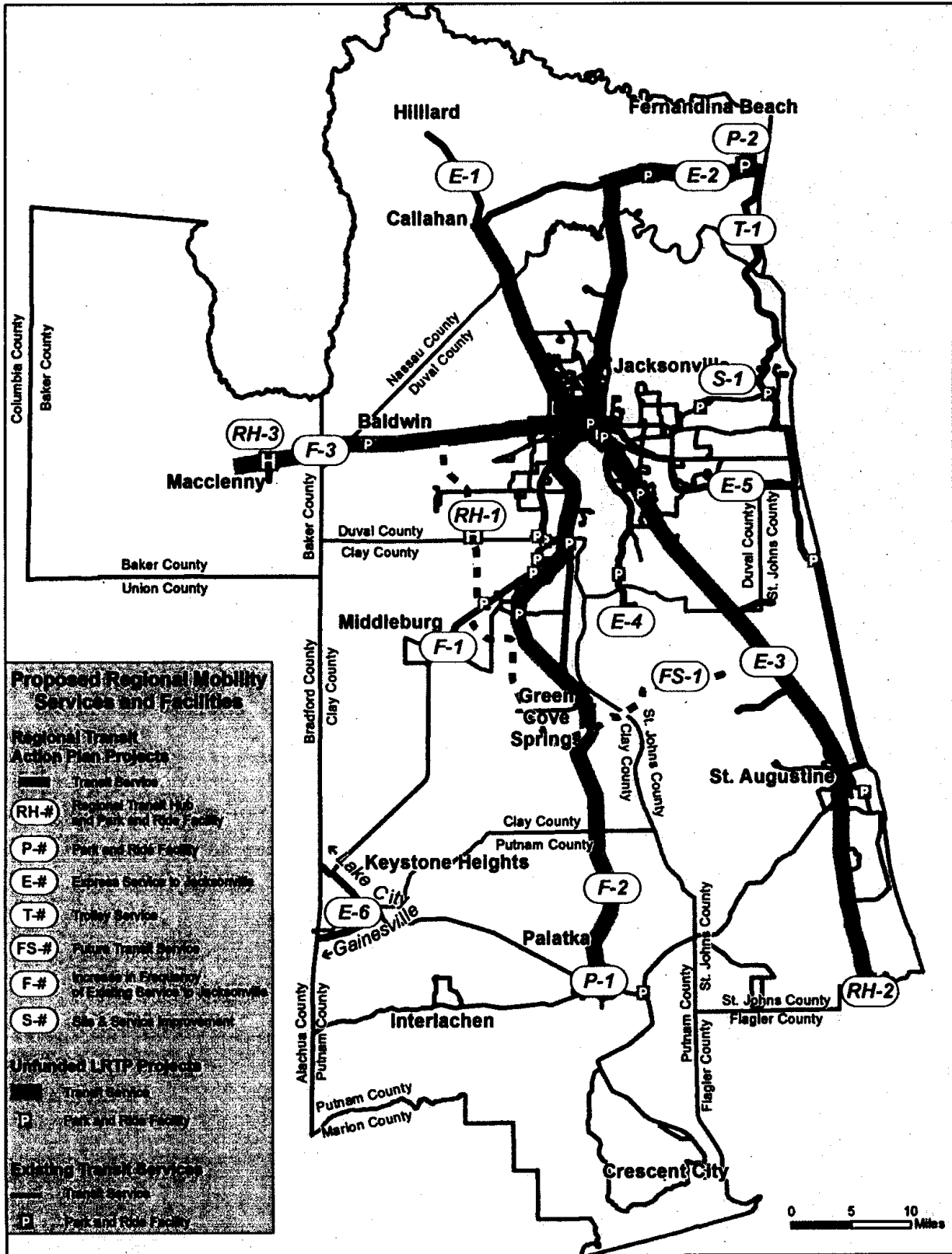
- Middleburg and Orange Park (F-1);
- Palatka and Green Cove Springs* (F-2); and
- Macclenny and the Town of Baldwin* (F-3).

» **Develop innovative ways for people to travel:**

- Advancing the project development of commuter rail corridors;
- Connecting Northeast Florida to Veterans Medical Centers in Gainesville and Lake City (E-6);
- Improving the St. Johns River Ferry (S-1) site and service;
- Completing the Northeast Florida Loop Trail;
- Integrating transit services along new corridors such as the First Coast Expressway (FS-1); and
- Implementing a seasonal trolley service from Fernandina Beach to St. Augustine via SR A1A (T-1).

* Indicates proposed service to build foundation/market for future commuter rail service.

Figure 5: Proposed Regional Mobility Services and Facilities



Projects: Regional Priorities



"I like riding Clay Transit. I can use a dollar to get everywhere, especially to work."

Kandi, Green Cove Springs resident

Funding: Paying for Regional Mobility

Funding and financing for infrastructure is a critical and challenging component of any transportation plan. The diversity of opportunities for funding has continued to evolve over the past decade. The involvement and participation of the private sector in public infrastructure funding continues to grow nationally and internationally.

The new federal transportation bill, FAST Act, includes several new funding classifications that include flexibility in their application and participation. The FAST Act also encourages entities such as the RTC, to apply for public funding as well as partner with both public and private entities for infrastructure implementation.

The key challenge in programming transportation projects is matching transportation needs and projects with the potential funding. One approach is that the projects should be divided by transportation ownership (state, local) to best determine likely funding options. The focus on the funding options then involves timing and best fit for each project.

It should be noted that some designations may overlap, such as a roadway can be part of the Federal-aid system and also be part of the Florida Strategic Intermodal System (SIS) or Non-SIS State Highway System or even a local road. For this purpose, transportation assets can generally be divided into the following categories:

- » Federal-aid system
- » Florida Strategic Intermodal System (SIS)
- » Non-SIS State Highway System
- » Local road (county or city) that provides relief for state highways
- » New major transit system (such as Bus Rapid Transit Corridor)
- » Local transit systems

According to the Center for Transportation Excellence (CFTE) –

This year is shaping up to see a record number of transit ballot initiatives around the country, in large part due to a plethora of measures anticipated to go before voters across California. So far, six transit-related ballot initiatives have been confirmed for the ballot this November, with ten additional tentative measures under consideration.

*CFTE Express Vol.14, No.3
July 06, 2016*

The RTC has the flexibility to work with many funding programs including federal and local transportation. An Economic Analysis has been completed for the identified Priorities Projects from the *2040 Path Forward LRTP* and presented in the Appendices as Table A-6.

Programs and eligibility for most transportation funding sources are very specific about the purposes for which the funds can be used. Key transportation funding options include:

- » **Federal Highway Administration (FHWA) funds** –are allocated to the State Department of Transportation (FDOT) in “programs” set in Federal law.
- » **Federal Transit Administration (FTA) funds** – fall within two major groupings: “formula funds” and “discretionary funds”. Unlike FHWA programs, FTA programs funding major projects are highly competitive.
- » **State Transportation Funds** –are directed to FDOT by state laws such as the state motor fuel tax (commonly called “gas tax”), state motor vehicle fees, and other fees and taxes. The transportation programs in state law direct defined portions of state transportation funds to specific uses.
- » **Transportation User Fees** – collect user fees for the transportation system such as fares, tolls, and impact fees.
- » **Special Property Assessment Fees/Tax Increment** - are used to capture future property value to help pay for specific investments in an area or corridor such as fixed rail systems or bus rapid transit corridors or redevelopment areas.
- » **Public-Private Partnership (P3)** - use of private equity to leverage competitive public funding for transit development, transportation improvements, and toll facilities as a proven tool for public infrastructure funding/finance. Florida has broad legislative authority that allows for public-private partnerships and the FDOT has become a leader in successfully implementing P3 projects.
- » **Local Transportation Funds** – are generated by local governments (counties, cities and special districts). Table 5 outlines revenue opportunities for each county. The green boxes identify unrealized revenue sources provided in Florida law for advancing transportation in each county. A brief description of these taxes and fees is provided below:
 - Local Option Motor Fuels Tax: Up to 12 cents in the form of three separate levies.
 - 1 cent on every net gallon of motor and diesel fuel sold (“Ninth-Cent”).
 - 1 to 6 cents on every net gallon of motor and diesel fuel sold.
 - 1 to 5 cent levy upon every net gallon of motor fuel sold except diesel.
 - Charter County and Regional Transportation System Surtax: Up to 1 percent.
 - Local Government Infrastructure Surtax: 0.5 or 1 percent.
 - Small County Surtax: 0.5 or 1 percent Local County or City General Funds may be used for transportation but are not considered stable long-term sources.
 - Regional Transportation Authority may levy up to 3 mills ad valorem tax.

Table 5: FY 2015 Annual County Tax Data¹

| County | Local Option Gas Tax (Per Gallon) | | | Local Discretionary Sales Surtax | | |
|------------------|-----------------------------------|--------------------|---|---|---|-------------------------|
| | Ninth-Cent Tax | 1-6 Cents | 1-5 Cents | Local Option Infrastructure Sales Tax | Charter County Transit Surtax | Small County Surtax |
| Baker | 1 of 1 \$183K | 6 of 6 \$1.03M | 0 of 5 \$721K ⁽²⁾ | Not Available (1% Max Used) | N/A | Levied (1.0%) \$2.1M |
| Clay | 1 of 1 \$830K | 6 of 6 \$4.68M | 0 of 5 \$3.5M ⁽⁴⁾ | Levied @ 1% \$19.8M | Not Levied (1%) \$19.8M ⁽²⁾ | N/A |
| Duval | 0 of 1 \$4.25M ⁽²⁾ | 6 of 6 \$29.74M | 0 of 5 \$19.92M ⁽²⁾ | Levied @ 0.5% \$76.2M ⁽²⁾ Add'l 0.5% | Levied @ 0.5% \$76.2M ⁽²⁾ Add'l 0.5% | N/A |
| Nassau | 1 of 1 \$418K | 6 of 6 \$2.35M | 0 of 5 \$1.58M ⁽²⁾ | Not Available (1% Max Used) | N/A | Levied (1.0%) \$9.9M |
| Putnam | 1 of 1 \$331K | 6 of 6 \$1.87M | 5 of 5 \$1.24M | Levied @ 1% \$6.06M | N/A | N/A |
| St. Johns | 0 of 1 \$1.02M ⁽²⁾ | 6 of 6 \$6.94M | 0 of 5 \$4.80M ⁽²⁾ | Not Levied \$26.1M ⁽²⁾ | N/A | N/A |

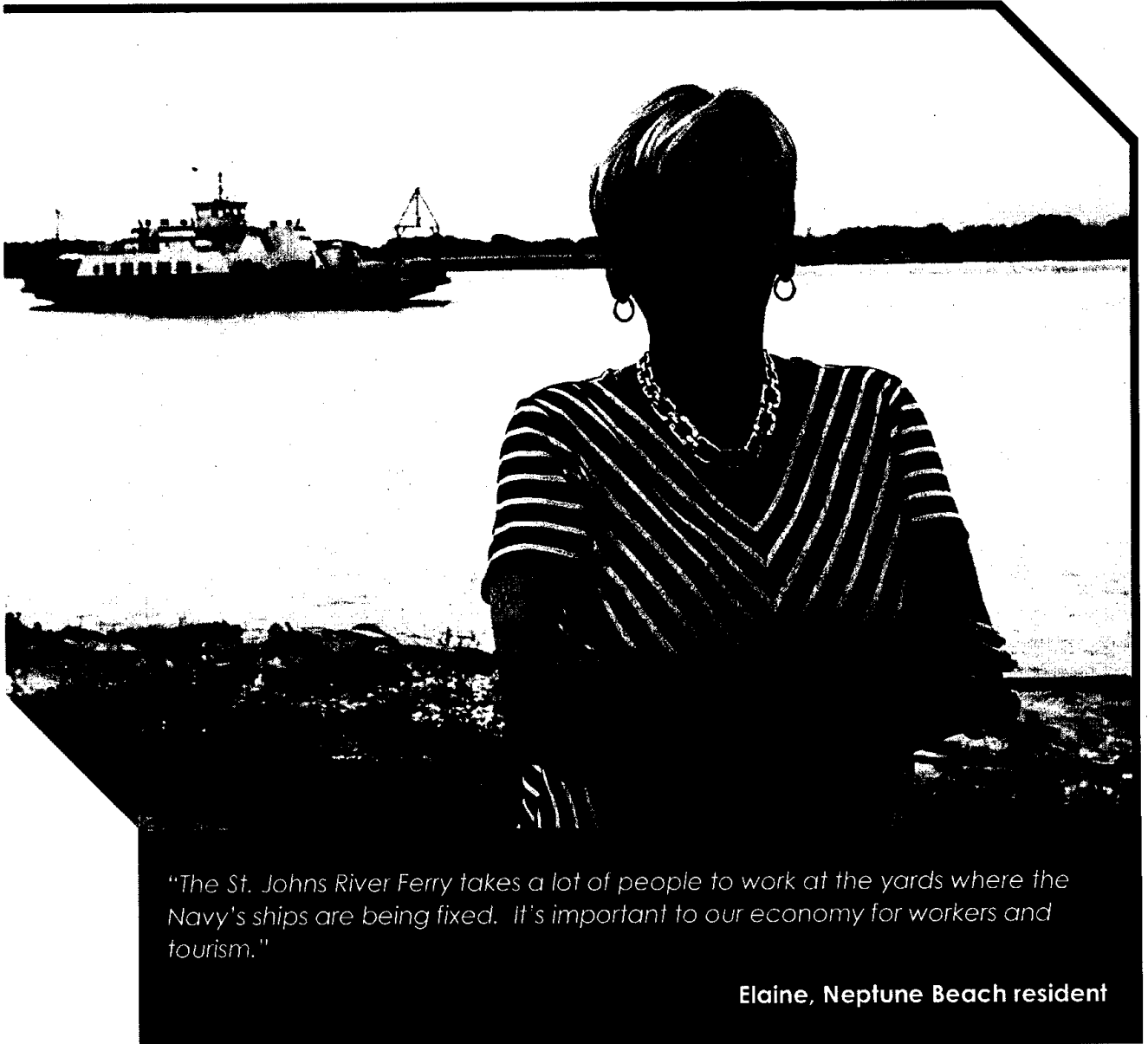
NOTES:

- 1) Tax data revenue amounts above are based on FY 2015 estimates published by the Florida Office of Economic and Demographic Research and reflect the estimated annual amount generated for this source.
- 2) Represents unrealized tax revenue for available tax option.
- 3) \$XX Represents dollar amount of tax collected (2015) or potential revenue amount for unrealized tax
- 4) **Passed by a vote of Clay County Board of County Commissioners on March 28, 2017**
Clay County entered Ordinance 2017-14 and will begin levying 5 of 5 cents from the 1-5 Cent Local Option Tax beginning on January 1, 2018.

"The five suburban & rural counties that surround Duval County have more in common than differences. Things like urbanization; meeting the needs of the poor, seniors and the disabled; and funding the Federal and State match requirements. Through regional coordination, the counties have been able to share technology, resources and best practices for those operational problems we have in common. For the future, we need to address the local funding issue and find a way secure the required local match via local government participation or through a regional taxing solution that addresses the needs of the local Community Transit Systems."

**Drew DeCandis, Executive Director
Clay County Council on Aging/Clay**

Funding: Paying for Regional Mobility



"The St. Johns River Ferry takes a lot of people to work at the yards where the Navy's ships are being fixed. It's important to our economy for workers and tourism."

Elaine, Neptune Beach resident

Implementation: Connecting Communities

This *Regional Multimodal Transportation Plan* has outlined the need for regional coordination of transportation projects and the procurement of new funding to implement these projects. Each project has been identified with the role the RTC will take in its implementation. Note that these categories are not fixed, but fluid based on opportunity. An advocacy project may become a partnering or leadership opportunity given time and resources. These roles include:

- » **Leadership** - The RTC, with its unique membership makeup and overall regional mission, will provide an appropriate organizational structure to seek funding and implement projects.
- » **Partnering** - There will be opportunities for the RTC to advance implementation of regionally important projects by partnering with other entities. The RTC can provide regional transportation context and support to a team focused on advancing transportation projects.
- » **Advocacy** - The RTC would advocate for project implementation through letters of support, testifying before public agencies, and overall support for projects.

The implementation timeline for the prioritized projects is based on the need for action. This is the process timeline for planning and seeking funding. It is not necessarily the timeline for the actual construction or operation.

Each of the Regional Multimodal Transportation priorities are listed in Table 6. Projects are grouped by estimated implementation time line:

- » Immediately, with minimal cost;
- » Near Future (1 to 4 years) and may require new or increased funding; or
- » Part of the Long Range Plan that requires new or increased funding to implement.

Visions: The Region Moves Forward

- ✓ Baker County Council on Aging vehicles will meet Clay Transit vehicles at the new Oak Leaf Regional Transit Hub.
- ✓ RTC is working to create a new regional transit logo
- ✓ Putnam County holds a groundbreaking for the widening of US 17 from Dunns Creek Bridge to Satsuma.
- ✓ St. Johns and Nassau counties share resources to purchase new fare collection machines for vehicles to serve regional commuter trips.

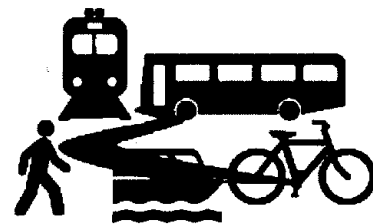


Table 6: Regional Multimodal Transportation Implementation Plan

| Priority | Project Description | Type | Est. Project Cost | RTC Role |
|---|--|--|-------------------|------------|
| Immediate Implementation (projects that can start now with minimal cost) | | | | |
| 1 | Regional Transit Coordinating Council (RTCC) is formed as a committee of the RTC |  | \$30 K | Leadership |
| 1 | Establish a Mobility Network to provide information sharing platform |  | \$35 K | Leadership |
| 1 | Coordinate agency resources for grant writing |  | \$30 K | Leadership |
| 1 | Improve the joint procurement of support resources including technical assistance |  | \$30 K | Leadership |
| 1 | Create a Regional Technology Sub-Committee to the RTCC |  | \$20 K | Leadership |
| 1 | Participate in a Regional Park-and-Ride/Transit Hub Feasibility Study |  | \$50 K | Partnering |
| 1 | Expand the Travel Training Program |  | \$10 K | Partnering |
| 1 | Conduct a Regional Fare Study |  | \$100 K | Partnering |
| 1 | Express service to VA Medical Centers in Gainesville & Lake City |  | \$880 K | Partnering |
| 1 | Regional Transit Hub at Cecil Commerce Center in Oakleaf |  | \$450 K | Partnering |
| 1 | Express service between Fernandina Beach, Yulee and regional employment/health service |  | \$411 K | Partnering |
| 1 | Increase frequency of express & local service between Middleburg, Orange Park & regional employment |  | \$528 K | Partnering |
| 1 | Park-and-Ride at SR A1A in Fernandina Bch in Nassau Co. |  | \$450 K | Partnering |
| 1 | Express and/or local service between Fruit Cove, Julington Creek and regional employment |  | \$35 K | Partnering |
| 3 | Florida Future Corridor – Widen/Improve Existing Roads (Tampa to Jacksonville) |  | \$2 B | Partnering |
| 1 | Support the branding and amenities enhancements of a regional multimodal transportation hub in City of Palatka |  | \$100 K | Partnering |
| 1 | Support development of local Park-and-Ride lots identified in LRTP |  | \$35 K | Partnering |
| 2 | First Coast Expressway (Clay to St Johns County) |  | \$2 B | Advocacy |
| 4 | St. Johns River/Mayport Ferry |  | \$29 M | Advocacy |
| Note: Priorities are consistent with Table 4: Summary of Recommended Project Prioritization | | | | |

Table 6: Regional Multimodal Transportation Implementation Plan

| Priority | Project Description | Type | Est. Project Cost | RTC Role |
|---|---|--|-------------------|------------|
| Implement in Near Future (anticipated to be implemented in 1 to 4 years and may require new or increased funding to implement) | | | | |
| 1 | Create a regional brand and marketing plan |  | \$300 K | Leadership |
| 1 | Coordinate fleet availability and sharing program |  | \$50 K | Leadership |
| 1 | Implement a joint driver training program |  | \$30 K | Leadership |
| 1 | Develop a Regional Transit ITS Strategic Plan |  | \$200 K | Leadership |
| 1 | Identify future transit corridors along existing and new transportation facilities |  | n/a | Partnering |
| 1 | Express service between St. Augustine, World Golf Village, Nocatee and regional employment centers |  | \$469 K | Partnering |
| 6 | Northeast Florida Loop Trail |  | \$16 M | Partnering |
| 1 | Express service between Hilliard, Callahan, Yulee and regional employment/health centers |  | \$704 K | Partnering |
| 1 | Increase frequency and capacity of service between Macclenny, Town of Baldwin and regional employment |  | \$100 K | Partnering |
| 1 | Increase frequency and service between Palatka, Green Cove Springs, and regional employment |  | \$739 K | Partnering |
| 1 | Express service between Ponte Vedra Beach and regional employment/health centers |  | \$270 K | Partnering |
| 1 | Regional Transit Hub in Macclenny in Baker County |  | \$450 K | Partnering |
| 5 | North Rail Freight Corridor |  | \$159 M | Advocacy |
| 7 | CR 2209 in St. Johns County |  | \$162 M | Advocacy |
| Note: Priorities are consistent with Table 4: Summary of Recommended Project Prioritization | | | | |

Implementation: Connecting Communities

Table 6: Regional Multimodal Transportation Implementation Plan











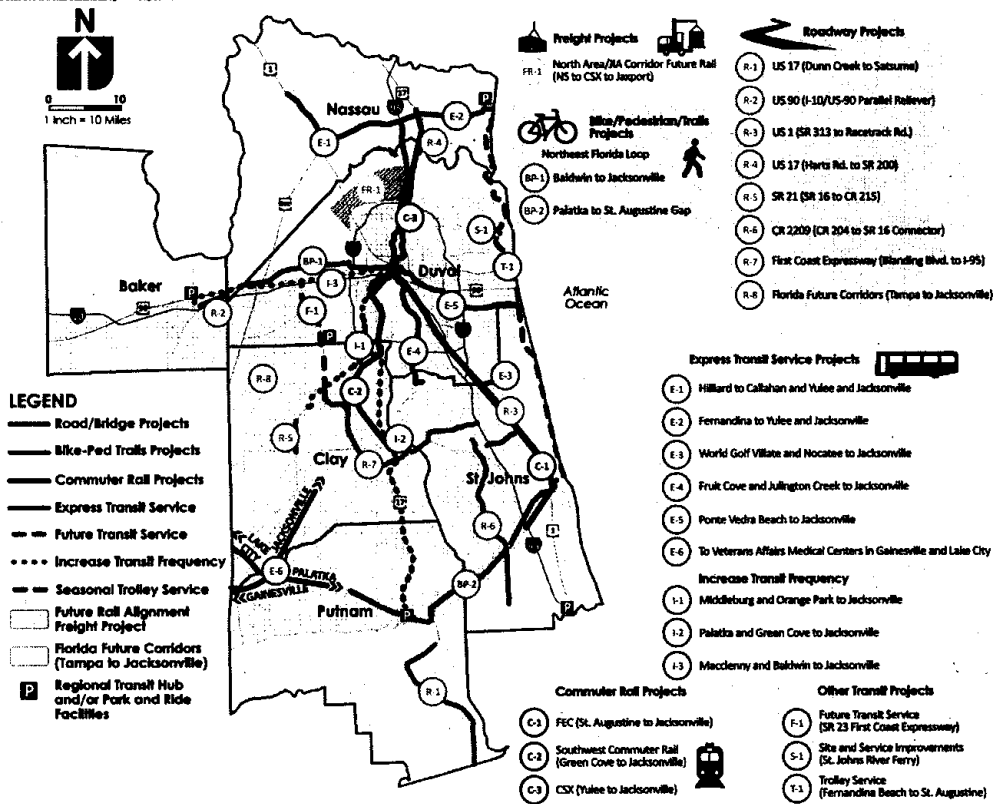
| Priority | Project Description | Type | Est. Project Cost | RTC Role |
|---|--|--|-------------------|------------|
| Implement as part of Long Range Plan (anticipated to be implemented in more than 4 years and requires new or increased funding to implement) | | | | |
| 1 | Identify funding for veterans' transportation |  | \$30 K | Leadership |
| 1 | Implement consistent regional fare collection practices |  | \$100 K | Leadership |
| 1 | Implement a regional trip broker and purchase of service system |  | \$100 K | Leadership |
| 1 | Park-and-Ride at US 17 & SR 19 in Putnam County |  | \$450 K | Partnering |
| 1 | New, seasonal trolley service – Fernandina Bch to St. Augustine |  | \$182 K | Partnering |
| 1 | Regional Transit Hub at US 1 & I-95 in south St Johns County at the Flagler Co. line |  | \$450 K | Partnering |
| 14 | Southeast Commuter Rail (St. Augustine to Jacksonville) |  | \$225 M | Partnering |
| 15 | Southwest Commuter Rail (Green Cove Springs to Jacksonville) |  | \$294 M | Partnering |
| 16 | North Commuter Rail (Yulee to Jacksonville) |  | \$271 M | Partnering |
| 8 | US 17 from West of Dunns Creek Bridge to Satsuma (Putnam County) |  | \$143 M | Advocacy |
| 9 | I-10/US 90 Parallel Reliever (Baker County), |  | \$7 M | Advocacy |
| 10 | US 1 from SR 313 to Racetrack Road (St. Johns County), |  | \$84 M | Advocacy |
| 11 | US 17 Harts Road to SR 200 (Jacksonville to Yulee) |  | \$3 M | Advocacy |
| 12 | SR 21/Blanding Boulevard widening (Clay County) |  | \$34 M | Advocacy |
| 13 | Regional Intermodal Logistics Center |  | \$65 M | Advocacy |
| Note: Priorities are consistent with Table 4: Summary of Recommended Project Prioritization | | | | |

Figure 6. RTC Priority Projects



Summary of RTC Regional Project Priorities

The projects priorities brought forth from the 2040 Path Forward L RTP and the Regional Transit Action Plan have been combined as the RTC Regional Priority Projects illustrated in Figure 6.



Implementation: Connecting Communities

Implementation: *Connecting Communities*

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Implementation Strategy

This *Regional Multimodal Transportation Plan* demonstrates a strong need for increased regional transportation coordination and enhanced transit service accessibility and connectivity.

Implementation strategies, the role that the RTC will play during implementation, projected costs and potential funding sources are outlined in this section.

Immediate Implementation Project Strategies

Immediate Implementation projects are anticipated to begin in less than a year with minimal costs by leveraging existing staff and resources among various partnering organizations.

Leadership



Regional Transit Coordinating Council (RTCC) formed as a committee of the RTC: A new inclusive Regional Transit Coordinating Council (RTCC) was created to facilitate leadership in regional transit policy, project selection and implementation. This RTC Committee will:

- » Provide an open and continuing forum for discussion and information exchange among transportation providers, transit users, planning organizations, social service and governmental agencies;
- » Coordinate regional mobility planning, project prioritization and implementation;
- » Influence transportation policy to improve regional mobility; and,
- » Advocate for new funding and regulations that facilitate coordination and expansion of regional mobility options.

The formalized RTCC will serve as an advisory committee to the RTC. It will work with the North Florida Transportation Planning Organization and the Northeast Florida Regional Council as well as the transportation providers and county governments in the region. An entity such as the RTCC will have a holistic perspective on regional mobility needs and services critical to enhancing existing and future public transit infrastructure and operational investments.



Establish a Mobility Network to provide an information sharing platform: It is important that transit professionals stay abreast of each other's efforts, successes, challenges and emerging advances in the practice of mobility management. The implementation of a Northeast Florida Mobility Network will be achieved by developing multimedia collaboration platforms including:

- » Regional Mobility Newsletter;
- » Interactive website which will include collaboration portals, events calendars, training opportunities and document sharing; and,
- » Regular meetings and events with web streaming and telephone conferencing capabilities.

The initial capital cost of this project is estimated at \$35,000 for the expansion of the RTC website. Various Federal and State funds could potentially fund this program.



Coordinate agency resources for grant writing: Coordinated funding and grant writing reduces the amount of time spent by individual agencies on writing competing grants, establishes relationships between a possible lead grant writing agency and granting partners, provides for uniform management of grant funds, and creates unique opportunities for leveraging existing funds to meet grant matching requirements.

It is recommended that the RTC continue to take the lead role in submitting and managing regional grants, where applicable and where matching funds and staff resources are available.



Improve the joint procurement of support resources including technical assistance: High volume purchases and sharing common resources allow participating agencies to reduce costs while maintaining access to specialized services when needed. Examples of shared resources include vehicle maintenance, fuel, bus shelters, insurance, and contracted staff. It is recommended that the RTC take a leadership role working with the agencies in the region to identify resources and seek agreements among all partners.



Create a Regional Technology Sub-Committee to the RTC: Information technology is recognized as a key to the future of transportation, including regional coordination, operational efficiencies and passenger satisfaction. It is recommended that the RTC lead the effort to create a Regional Technology Sub-Committee to identify the technological needs and opportunities for the region. This Sub-Committee will then lead the efforts to create a Regional Transit ITS Strategic Plan as described in the Near Future Strategies.

Partnership



Participate in a Regional Park-and-Ride and Regional Transit Hub Feasibility Study: A new study should be completed with emphasis on potential regional transit hub sites at: Cecil Commerce Center Parkway in Oakleaf Plantation; south St. Johns County near the Flagler County line; Fernandina Beach on SR A1A; US 17 and SR 19 in Palatka; and in Macclenny. A Unified Planning Work Program (UPWP) project using 5307 funding has been approved for this study. It is recommended that the RTC encourage the JTA to launch this study and participate as a partner through its successful completion.



Expand the Travel Training Program: Travel training programs are a low-cost, high impact strategy for expanding transit use, especially fixed and flex route transit services for older adults and people with disabilities. The JTA currently contracts with a sub-contractor to provide a Regional Travel Training Program named "On The Move". However, information about this program and events are not regularly shared with other regional transportation providers. It is recommended that the RTC publish Regional Travel Training information on their website and share information about Travel Training events and opportunities.



Participate in the Regional Fare Feasibility Study: Fare coordination identifies opportunities to make it easier for customers to pay for travel on various transit systems with a single transaction or fare instrument. A UPWP project has been established using Section 5307 funds to conduct the Regional Fare Feasibility Study. It is recommended that the RTC partner with the JTA to help guide the study activities to assure fair and equitable outcomes for all partners.

Regional Fare Benefits

- » Enhanced customer satisfaction with ease of fare payment.
- » Stimulated intermodal travel.
- » Increased use of automated transit tax benefits.
- » Enhanced planning data on travel patterns.
- » Expanded opportunities to partner with non-transit organizations such as parking and businesses.



Implement express bus service to VA Medical Centers in Gainesville & Lake City:

Express bus service to the VA Medical Centers in Gainesville, Lake City and other destinations is an unmet need in Northeast Florida. It is recommended that the RTC seek funding, partner with veteran services stakeholders and negotiate with current transit providers to implement these express route services in the near term.

The RTC should play a lead role to ensure that the service is implemented through a contract with the most appropriate providers. Express service to the VA Medical Centers in Gainesville and Lake City are estimated to cost \$880,000 annually. Funding for these services may be found through FDOT Service Development, VA programs, local taxes or federal Job Access and Reverse Commute (Section 5307 or 5311) programs.



Partner with agencies to identify funding for a regional Transit Hub at Cecil

Commerce Center in Oakleaf: Oakleaf borders Duval and Clay County and is home to a large shopping center with convenient access to I-95 via the Cecil Commerce Center Parkway. The Baker County Council on Aging states that many people west of Jacksonville prefer to shop there. Although this location was not identified during the 2040 LRTP process, the transit providers in Clay and Baker Counties strongly recommend that a transit hub be built at this location with connections to the JTA which currently serves this area.



Implement an express service between Fernandina Beach, Yulee and regional employment and health centers:

A Nassau County Transit Committee has been formed by Nassau County. The RTC is participating on this committee. Funding for this service may be found through FDOT Service Development or Commuter Assistance programs, by local taxes or federal Section 5307 or 5311 programs.



Increase frequency of express and local service between Middleburg, Orange Park and regional employment and health centers:

Clay Transit currently provides local service and the JTA provides Express service through Middleburg and Orange Park. These services are infrequent (greater than 2 hours between most trips). Funding for this

service may be found through FDOT Service Development or Commuter Assistance programs, by local taxes or federal Section 5307 or 5311 programs.



Partner with agencies to identify funding for a Park and Ride at SR A1A in Fernandina Beach in Nassau County: Several new park-and-ride locations were identified through the 2040 L RTP process. This critical location was identified by Nassau County Council on Aging as an important location for regional commuters that was missing from the 2040 L RTP. The RTC should advocate for this location to be included in the upcoming study and identify potential funding sources for the construction.



Implement an express and/or local service between Fruit Cove, Julington Creek and regional employment and health centers: The residents in the Fruit Cove and Julington Creek (Community of St. Johns) areas have requested transit service. This area is located in St. Johns County and is within the Jacksonville Urbanized Area. It is recommended that the RTC further explore the feasibility, advocate for, seek funding and negotiate with current transit providers and local governments to facilitate provision of new services in this area. Due to the high number of older adults in this area, the new service may be funded through the Section 5310 program.



Continue to participate in the Future Corridor Study (Jacksonville to Tampa): This project will provide better connectivity between Tampa Bay and Northeast Florida. The corridor is being studied by FDOT with participation by the RTC. The study itself may last several years and implementation of its recommendations is expected to take decades. The total costs for completion of this project within Northeast Florida are estimated to be \$2 billion. Note that the eastern portion of this study area, which lies in northeast Florida region is determined to be best served primarily by the improvement of capacity on existing facilities.



Support the development of local park-and-ride facilities identified in the 2040 L RTP: Both regional and local transportation services are often enhanced when local park-and-ride facilities are available. It is recommended that the RTC advocate for the funding and construction of local park-and-ride facilities.

Advocacy



Continue to advocate for the completion of SR 23 First Coast Expressway: This new multi-lane limited access toll facility will eventually connect Interstate 95 (I-95) in northern St. Johns County to Interstate 10 (I-10) in western Duval County. The northern section, from SR 21 Blanding Boulevard in Clay County to I-10 in Duval County, is currently under construction, scheduled for completion in the summer of 2016. The southern section, from I-95 in St. Johns County to SR 21 Blanding Boulevard in Clay County, is currently in the preliminary design phase. The project includes a new bridge over the St. Johns River. The total cost for the completion of this project is estimated to be \$2 billion. Funding for construction of the Clay County segment is shown in Tentative 2018-22 FDOT work program.



St. Johns River Ferry Site and Service Improvements: The St. Johns River Ferry has served as an important community asset for North Florida since 1949, providing a vital link for State Road A1A. Site and operational improvements are necessary within the next five years. It is recommended that the RTC advocate for future funding of the St. Johns River Ferry. The RTC should develop strategic partnerships with entities such as the Jacksonville Transportation Authority, Florida Department of Transportation, National Park Service, Friends of the Ferry, East Coast Greenway, and the Friends of Scenic A1A to increase the potential for future capital, operating and maintenance funding.

Near Future Project Strategies

Near Future projects are anticipated to be implemented in one to four years and will need new or increased funding for implementation. Detailed implementation steps with anticipated budgets and funding sources are provided below.

Leadership



Create a regional brand and marketing plan: A coordinated appearance of transit vehicles, bus stops, shelters and other amenities can increase the perception of a cohesive regional system. Each county in the Northeast Florida area provides public transit services to the general public. However, according to recent surveys, few residents in the neighboring counties surrounding Duval and St. Johns Counties are aware that these services are available to them. Many residents perceive that their local transit services are available only to some riders rather than to the general public. It is recommended that the RTC facilitate a regional branding and marketing plan.

This cost could vary according to the marketing techniques used and is estimated to range from \$50,000 to \$300,000. A variety of grants may fund this project including: FDOT Service Development or Commuter Assistance grants or Federal Section 5307.



Coordinated fleet availability and sharing program: Vehicle sharing can be accomplished in several ways: (1) an agency might own and maintain a fleet of vehicles that are used by other organizations that pay for their share of the vehicle used; (2) multiple agencies could agree to share a single vehicle or agree to share access to back-up vehicles; (3) shared vehicles can be rented on an ongoing or one-time basis to fill a number of different needs, including temporary increased demand or temporary decreased supply experienced due to out of service vehicles.

It is recommended that the RTC further explore the feasibility of and best practices for coordinated and fleet contingency programs and develop an implementation plan.



Implement a joint driver training program: The RTC should facilitate efforts to coordinate driver training to save administrative costs, standardize driver training and procedures, and facilitate greater acceptance of shared-ride programs serving travel across multiple counties and providers. Actual training resources are likely to be

provided by existing transit agencies. Training opportunities should be published on the RTC website and distributed to partners on a regular basis.

The budget for this program includes staff to identify training needs and publish opportunities. It could also include course materials, instructors, and travel reimbursements. FTA's Innovative Public Transportation Workforce Development Program (Ladders of Opportunity Initiative) is a potential funding resource.



Develop a Regional Transit ITS Strategic Plan: The North Florida TPO, in partnership with the JTA, FDOT and other members of the North Florida ITS Coalition developed a Regional Intelligent Transportation Systems Master Plan in 2007 and updated it in 2010. Transit technologies included in the plan were Transit Signal Priority, bus automated vehicle location (AVL), automatic passenger counter (APC), on-board bus cameras, smart card fare collection, information kiosks, parking integration and direction signage. Technology has advanced significantly since 2010. It is recommended that the RTC help the Regional Technology Committee to work with the North Florida ITS Coalition to complete a Regional Transit ITS Strategic Plan as a plan update or addendum.

A complete Regional Transit ITS Strategic Plan is estimated to cost between \$100,000 and \$200,000. Metropolitan and Statewide Planning grants (Sections 5303, 5304 and 5305) may be used to fund this project.

Partnership



Identify future transit corridors along existing and new transportation facilities:

Significant investment has been made by the FDOT to increase capacity along existing and new transportation facilities that are anticipated to drive new home construction and employment opportunities. It is recommended that the RTC continue to monitor transportation corridors for potential opportunities to serve transit demand.



Implement express bus service between St. Augustine, World Golf Village, Nocatee and regional employment and health care centers: It is recommended that the RTC advocate for, seek funding and negotiate with current transit providers and local governments to implement and market express route service to these areas.



Advocate for the funding and completion of the Northeast Florida Loop Trail: This trail is part of a 192-mile multiuse trail located in Baker, Clay, Duval, Nassau, Putnam, St. Johns and Union counties. Only 67 miles of the proposed trail are currently in place, leaving a gap of 125 miles. The total cost for completion is \$16 million.



Partner with local agencies to implement an express bus service between Hilliard, Callahan, Yulee and regional employment and health care centers: It is recommended that the RTC seek funding and negotiate with current transit providers to implement and market express route services to these areas.



Partner with local agencies to increase frequency and capacity of service between Macclenny, Town of Baldwin and regional employment and health care centers:

Additional frequency (number of trips) has been identified as a near future demand between MacClenny, Baldwin and Jacksonville. This service is currently provided by the Baker County Council on Aging through a partnership with the JTA and FDOT. It is recommended that the RTC seek funding and negotiate with current transit providers to increase the frequency and capacity of this service within the next four years.



Partner with local agencies to increase frequency and capacity of service between Palatka, Green Cove Springs and regional employment and health centers:

Additional frequency (number of trips) has been identified as a near term demand for residents of Palatka and Green Cove Springs. It is recommended that the RTC seek additional funding and encourage current transit providers to increase the frequency of these services in the near term.



Partner with local agencies to implement express service between Ponte Vedra Beach and regional employment and health centers:

The businesses in Ponte Vedra have reported difficulty in recruiting and retaining employees due to the lack of public transportation to their minimum wage jobs. Residents in the area are also requesting alternatives to driving alone. This area should be explored for potential service.



Support the construction of a regional transit hub in Macclenny in Baker County:

A transit hub is needed in Macclenny to provide connectivity between local and regional services and as a park-and-ride for commuters.

Advocacy



Advocate for the completion of the North Area Rail Corridor: This new rail corridor will reduce congestion on the highway network by allowing CSX trains destined for the Intermodal Container Transfer Facility at JAXPORT to avoid the Springfield switch in downtown. A feasibility study was completed and options evaluated. Completing an environmental impact statement for National Environmental Policy Act compliance is the next required step. The total cost for project completion is estimated at \$159 million.



Advocate for the completion of CR 2209: This project will construct a new roadway between CR 204 and CR 210 in northern St. Johns County. North of CR 210, CR 2209 will connect to the southern extension of SR 9B, which began construction in 2015. The total project cost is estimated at \$162 million.

Long-Range Project Strategies

Long-Range Projects are anticipated to be implemented in more than five years and may need substantial funding secured for implementation. These long-term projects include:

Leadership



Identify funding for veterans' transportation: Veteran fare discounts and the requirements to obtain those discounts vary by agency and are often confusing. It is recommended that the RTC lead the effort to implement a more consistent and equitable structure for veteran transportation eligibility and seek funding for increased transportation discounts for these veterans.



Implement consistent regional fare collection practices: Based on the outcomes of the Regional Fare Feasibility Study, the RTC should identify funding and facilitate implementation of a regional fare system. Several FTA discretionary grant programs may be used including Section 5312 (Public Transportation Innovation) program.



Implement a regional trip broker and purchase of service system: Purchase of service from one transit service provider by another minimizes unproductive time, maximizes vehicle utilization and satisfies unmet demand. It is recommended that the RTC facilitate the negotiation of equitable inter-agency rates through inter-local agreements.

Partnership



Partner with agencies to identify funding for a Park-and-Ride at US 17 & SR 19: to provide connectivity between local and regional services and as a park-and-ride for commuters in Putnam County.



Partner with local transit agencies to implement a new seasonal trolley service between Fernandina Beach and St Augustine: A new seasonal trolley service has been proposed to operate between Fernandina Beach and St. Augustine along SR A1A. It is recommended that the RTC evaluate the potential demand for this service, negotiate with local governments and current transit providers, and engage the private sector to determine the feasibility of this new trolley service.



Partner with local agencies to construct a regional transit hub at US 1 and I-95 in south St Johns County at the Flagler County line: Flagler County is one of the fastest growing counties in the nation. Their residents frequently travel north to St. Johns and Duval Counties. This new hub will provide a great connection in the future.



Partner with local agencies to implement Commuter Rail services: Our region has experienced extraordinary growth in recent years. That growth is forecasted to continue. Development of commuter rail in Northeast Florida will help focus future growth in neighborhoods that have easy access to urban mass transit as an attractive mobility alternative. This dynamic can, in turn, leverage existing infrastructure, reinvigorate the existing tax base, provide a functional alternative to automobile dependency and otherwise improve mobility throughout the region.

Advocacy



Advocate for the widening of US 17 from Dunns Creek Bridge to Satsuma: To provide 4 lane access into and out of south Putnam County.



Advocate for new I-10/US 90 Parallel Reliever: To serve commercial development and relieve truck traffic in the immediate Macclenny area.



Advocate for the widening of US 1 from SR 313 to Racetrack Road: Expand roadway from four to six lanes in St. Johns County.



Advocate for the widening of US 17 from Harts Road to SR 200: Expand roadway to four lanes in Nassau County and Yulee. Other adjacent segments of this project are funded, but this segment remains a gap in current plans and funding.



Advocate for the widening of SR 21 Blanding Boulevard: To improve access between Camp Blanding and Middleburg by widening SR 21 to four lanes.



Regional Intermodal Logistics Center: A new regional intermodal facility to improve efficiency of rail-to-rail, truck-to-rail and rail-to-truck container movements within the region.



Implementation: Connecting Communities



"We need the trail from St. Augustine to Palatka to connect our communities and provide routes to work, school and recreation. It helps our economy by boosting tourism and helps us work on our Healthy communities goals."

Kraig, Palatka resident

Conclusion: *What's Next*

The six counties represented by the RTC will immediately benefit from expanded transit services, regional park-and-ride facilities and new technologies that make it easier for people to travel around the region. Providing multimodal options and improving connectivity will increase our ability to be economically competitive by enhancing access to jobs, medical facilities, education and recreational opportunities.

This will be accomplished first by seeking additional feedback and support from members of the public and elected officials across the region. Formal public hearings and participation in other public forums will be conducted and requests for feedback will be published. This feedback will be incorporated into the final version of this document and will be adopted by the RTC Board.

Formal resolutions of support of this implementation plan and further coordination of regional transportation will be requested from each county. The final plan will then be presented to the State Legislature with a request to allow the RTC to continue its regional success into the future.

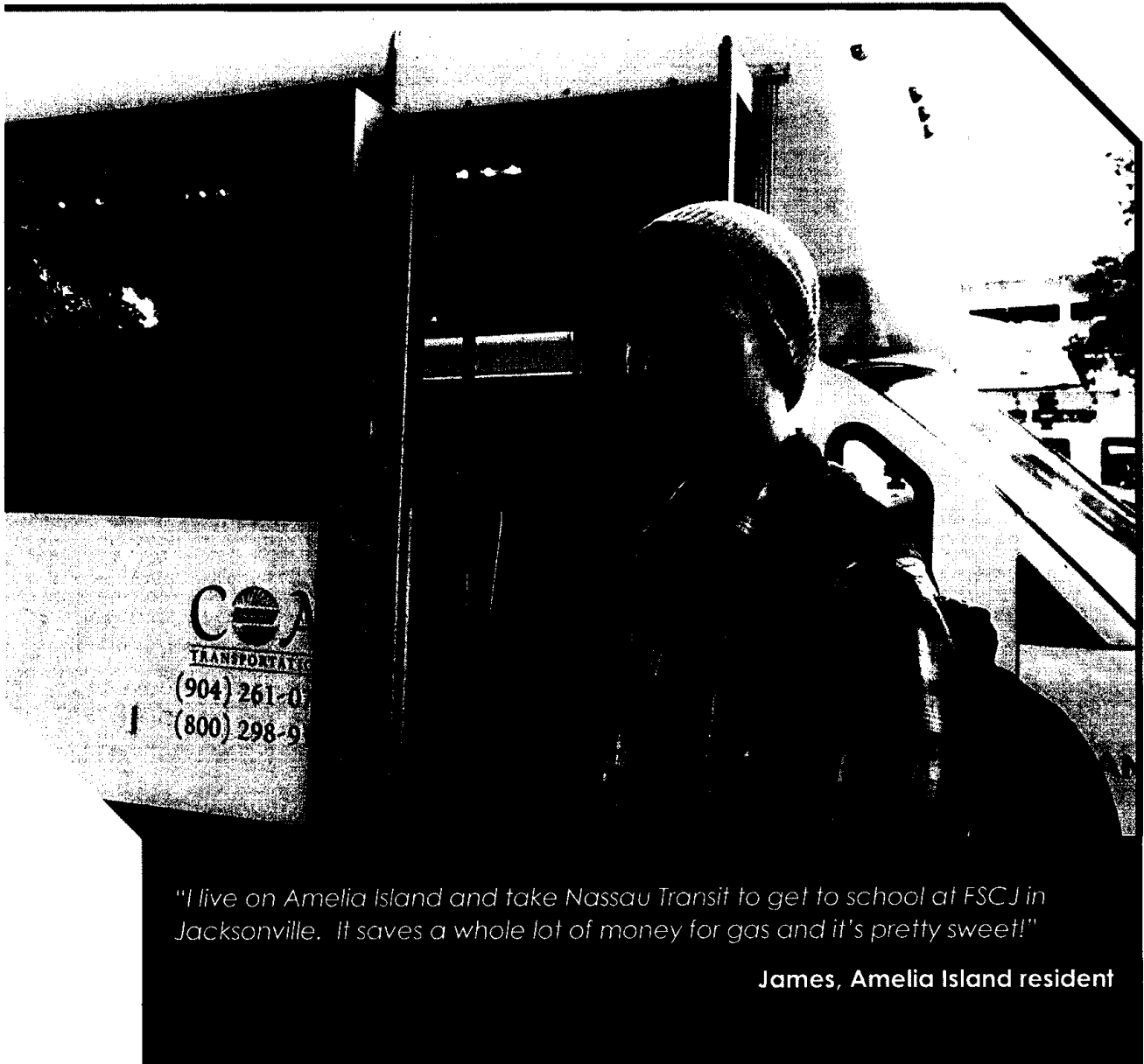
The RTC will continue to be diligent and creative as it implements the mission to attract, assemble and secure funding to advance these regional priority projects with our partners. Together, we can continue to make our region an even better place to live, work and play!

"The way to get started is to quit talking and start doing"

Walt Disney

"Regional transportation is essential to the continued economic growth of Northeast Florida. It provides vital connections for our citizens to reach jobs, medical facilities and recreational opportunities."

**James Bennett, RTC Commissioner
Baker County**



"I live on Amelia Island and take Nassau Transit to get to school at FSCJ in Jacksonville. It saves a whole lot of money for gas and it's pretty sweet!"

James, Amelia Island resident

Appendices

Chapter 343 Provisions for a Regional Transportation Commission

RTCC Committee Organizations and Members List

Links to Sources and References

Demographic and Project Data Tables and Maps

- » *Daily Commuter Travel Flows*
- » *Regional Demographics and Socioeconomic Characteristics*
- » *Regional Medical Facilities*
- » *Regional Corridors Map and Transportation Network Tables*
- » *Priority Projects Evaluation Table*
- » *Regional Transit Services Map*
- » *RTC Prioritized Projects (from 2040 LRTP List) with Funding Assessment*

Public Hearings Summary

Links to Sources and References

1. RTC Creating Regional Connections
http://www.nefrtc.com/images/uploads/RTC_Creating_Regional_Connections.pdf
2. RTC Funding Options White Paper
http://www.nefrtc.com/images/uploads/Economic_Analysis_Funding_Paper_+_Matrix_01-26-2016.pdf
3. RTC Regional Transit Action Plan
www.nefrtc.com/images/uploads/Regional_Transit_Action_Plan.pdf
4. North Florida TPO Long Range Transportation Plan
<http://northfloridatpo.com/planning-studies/lrtp/>
5. Northeast Florida Coordinated Mobility Plan
<http://info.transportal.net/Pages/MobilityCoordination.aspx>
6. RTSC Connecting Regionally for Success
http://www.nefrtc.com/images/uploads/Final_RTSC_Report_-_Connecting_Regionally_for_Success.pdf
7. RTSC Governance and Funding Committee Report
http://www.nefrtc.com/images/uploads/Final_RTSC_Governance_and_Funding_Committee_Report.pdf
8. RTSC Planning Committee Report
http://www.nefrtc.com/images/uploads/Final_RTSC_Planning_Committee_Report.pdf

Table A-1: Chapter 343 – Provisions for the Regional Transportation Commission

PART I

**NORTHEAST FLORIDA REGIONAL
TRANSPORTATION COMMISSION**

- 343.1001 Short title.
- 343.1002 Definitions.
- 343.1003 Northeast Florida Regional Transportation Commission.
- 343.1004 Commission powers and duties.
- 343.1005 Transportation projects of regional significance.
- 343.1006 Plan coordination with other agencies.
- 343.1008 Authority to contract.
- 343.1009 Exemption from taxation and assessment.
- 343.1010 Powers of commission are supplemental.
- 343.1011 Public meetings and hearings.
- 343.1012 Discretionary sales surtax.
- 343.1013 Repeal.

¹**343.1001 Short title.**—This part may be cited as the “Northeast Florida Regional Transportation Commission Act.”

History.—s. 2, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹**343.1002 Definitions.**—As used in this part, the term:

(1) “Agency of the state” means the state and any department of the state, the commission, or any corporation, agency, or instrumentality created, designated, or established by the state.

(2) “Board” means the governing body of the commission.

(3) “Commission” means the Northeast Florida Regional Transportation Commission.

(4) “Department” means the Department of Transportation.

(5) “Transportation authorities” means the department and any entity created under this chapter, chapter 348, or chapter 349.

(6) “Transportation facilities” means all mobile and fixed assets, including real or personal property or rights therein, used in the transportation of persons or property by any means of conveyance, and all appurtenances thereto, such as, but not limited to: highways; bridges; limited or controlled access roadways, lanes, and related facilities; docks, wharves, vessels, jetties, piers, and marine terminals; vehicles, fixed guideway facilities, including freight rail, intermodal facilities, and any means of conveyance of persons or property of all types; passenger and other terminals; park-and-ride facilities; bicycle ways and related facilities;

pedestrian ways and pedestrian-related facilities appurtenant to other transportation facilities; transit-related improvements or developments adjacent to transit facilities or stations; bus, train, vessel, or other vehicle storage, cleaning, fueling, control, and maintenance facilities; and administrative and other office space necessary for the exercise by the commission of the powers and obligations granted under this part.

(7) "Transportation services" means the conveyance of persons or property, including mass transit services such as fixed-route bus service, fixed-guideway vehicle service, paratransit service, flex route or demand responsive service, and the planning and funding of transportation facilities.

History.—s. 3, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹343.1003 Northeast Florida Regional Transportation Commission.—

(1) The Northeast Florida Regional Transportation Commission, an agency of the state, is created and established as a body politic and corporate, covering the six-county area comprised of Baker, Clay, Duval, Nassau, Putnam, and St. Johns Counties.

(2) The nine-member governing board of the commission shall be selected and serve as follows:

(a) The county commissions of Baker, Clay, Nassau, Putnam, and St. Johns Counties shall each appoint one person, who may be an elected official of such county. However, in order to ensure continuity on the initial governing board, the initial appointees under this paragraph shall draw lots at the first meeting of the governing board to determine which two members shall serve initial terms of 2 years, which member shall serve an initial term of 3 years, and which two members shall serve initial terms of 4 years.

(b) The City of Jacksonville shall be represented by four members, who may be elected officials of the city. Of the four members, the mayor of the City of Jacksonville shall appoint two members, and the Jacksonville City Council shall appoint two members. However, in order to ensure continuity on the initial governing board, the initial appointees shall draw lots at the first meeting of the governing board to determine which member shall serve an initial term of 2 years, which two members shall serve initial terms of 3 years, and which member shall serve an initial term of 4 years.

(c) An appointed member may not select or have a designee selected to serve in the absence of the member, whether such member is an elected official or otherwise. However, if an appointed member is designated by the appointing entity by title, such as the chair of a county commission or the chair of a transportation or planning agency, the successor or vice chair may serve for such appointee in his or her absence.

(d) Except for the initial board, members shall be appointed for 4-year terms. A member may not serve more than two consecutive terms.

(3) The secretary of the department shall appoint a nonvoting advisor to the board.

(4) The board may create an advisory panel, with membership to be determined by the board, and may establish committees by and at the will of the chair, or upon vote of the board.

(5) The members of the board shall serve without compensation but are entitled to receive reimbursement from the commission for travel expenses and per diem incurred in connection with the business of the commission as provided in s. 112.061. Persons appointed to a committee or an advisory panel shall also serve without compensation but may be entitled to per diem or travel expenses incurred in connection with the business of the commission as provided in s. 112.061.

(6) Notwithstanding s. 348.0003(4)(c), members of the board shall file a statement of financial interest with the Commission on Ethics pursuant to s. 112.3145.

(7) At its inaugural meeting, the board shall establish the duties and powers of its officers as set forth in subsection (8) and its initial rules of conduct and meeting procedures.

(8) At its inaugural meeting, and annually thereafter, the board shall elect a chair, vice chair, secretary, and treasurer from among its members, to serve for a term of 1 year. No person may hold the office of chair for more than two consecutive terms.

(9) The first meeting of the commission shall be held within 60 days after the creation of the commission.

(10) Six members of the board constitute a quorum. The commission may meet upon the presence of a quorum. A vacancy on the board does not impair the ability of a quorum to exercise all rights and perform all duties of the commission.

(11) The commission may employ an executive director and an administrative assistant to the board and to the executive director. The commission may employ permanent or temporary staff, including consultants, as it determines necessary or convenient, or, subject to approval by their respective boards or administrative chiefs, may use the staff of:

(a) The Jacksonville Transportation Authority, its legal counsel, technical experts, engineers, and other administrative employees.

(b) The North Florida Transportation Planning Organization, for planning matters.

(c) The Northeast Florida Regional Council, for planning and coordination matters.

(d) The department.

(e) The Jacksonville Port Authority.

(f) The counties represented on the commission board, on an as-needed basis.

(12) An appointing county commission, or, in the case of Duval County, upon request of the mayor or the city council president, the Jacksonville City Council, may remove a member appointed by it for cause, including, but not limited to, failure to attend two or more meetings of the commission during any 9-month period.

(13) There shall be no liability on the part of, and no cause of action may arise against, any member for any action taken in the performance of his or her duties under this part.

History.—s. 4, ch. 2013-173; s. 35, ch. 2016-10.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹**343.1004 Commission powers and duties.**—

(1) The express purposes of the commission are to improve mobility and expand multimodal transportation options for persons and freight throughout the six-county North Florida region. The commission shall, at a minimum:

(a) Use the data contained in the long-range transportation plan of the North Florida Transportation Planning Organization and other data to develop a multimodal and prioritized regional transportation plan consisting of transportation projects of regional significance; and

(b) Research and develop an implementation plan that identifies available but not yet imposed, and potentially developable, sources of funding to execute the regional transportation plan. In developing the regional transportation plan, the commission shall review and coordinate with the future land use, capital improvements, and traffic circulation elements of the counties' local government comprehensive plans, the Strategic Regional Policy Plan of the Northeast Florida Regional Council, and the schedules of other units of government having transit or transportation authority within whose jurisdictions the projects or improvements will be located in order to define and resolve potential inconsistencies between such plans and the commission's regional transportation plan. The commission shall present the regional transportation plan and updates to the governing bodies of the constituent counties within 90 days after adoption. The commission shall update the regional transportation plan and the implementation plan at least every other year.

(2) The commission may plan, develop, coordinate, and promote transportation projects and transportation services of regional significance which are identified in the commission's regional transportation plan.

(a) Subject to available funding and with the approval of the affected counties and transportation authorities, the commission may provide transportation services of regional significance which are identified in the regional transportation plan.

(b) To ensure coordination of its plans with those of local governments, the commission shall consult with local governments concerning the commission's regional transportation plan.

(c) The commission may facilitate efforts to secure funding commitments from federal and state sources, or from the applicable counties, for the planning, development, construction, purchase, operation, and maintenance of transportation projects that are of regional significance or that support intercounty mobility for persons or freight.

(3) In carrying out its purposes and powers, the commission may request funding and technical assistance from the department and from federal and local agencies. In order to carry out the purposes and powers of the commission for its first 5 years, the commission shall also timely request annually that each constituent county appropriate a cash contribution of up to 30 cents per capita per year, based on the latest decennial census, to support its budget; however, the contribution of Duval County may not exceed 45 percent of the commission's budget for any fiscal year.

(4) The commission may exercise all powers necessary, appurtenant, convenient, or incidental to carrying out the purposes identified in subsections (1)-(3), including, but not limited to, the power to:

(a) Sue and be sued, implead and be impleaded, and complain and defend in all courts in its own name.

(b) Adopt and use a corporate seal.

(c) Apply for and accept grants from federal, state, local, or private sources for the carrying out of the purposes and powers of the commission.

(d) Partner with private sector business community entities that may further the commission's mission and engage the public in support of regional multimodal transportation improvements.

(e) Adopt rules, including bylaws and sanctions, for the regulation of the affairs and the conducting of business, including termination of membership in the commission for nonpayment of county contributions required under subsection (3).

(f) Advertise, market, and promote regional transit services and facilities, freight mobility plans and projects, and the general activities of the commission.

(g) Cooperate with other governmental entities and contract with other governmental agencies, including the Federal Government, the department, counties, transit and transportation authorities or agencies, municipalities, and expressway and bridge authorities.

(h) Purchase liability insurance directly from local, national, or international insurance companies which the commission is contractually and legally obligated to provide, notwithstanding s. 287.022(1).

(i) Make contracts and execute all instruments necessary or convenient for conducting its business.

(j) Form, alone or with one or more other agencies of the state or local governments, public benefit corporations to carry out the powers and obligations granted under this part or the powers and obligations of such other agencies or local governments.

(k) Do everything necessary or convenient for the conduct of its business and the general welfare of the commission in order to carry out the powers granted to it by this part or any other law.

(5) The commission may not pledge the credit or taxing power of the state or any political subdivision or agency thereof, nor may any of the commission's obligations be deemed to be obligations of the state or of any political subdivision or agency thereof, nor may the state or any political subdivision or agency thereof, except the commission, be liable for the payment of the principal or interest on such obligations.

History.—s. 5, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹**343.1005 Transportation projects of regional significance.**—Transportation projects of regional significance are those transportation facilities and transportation services within, in whole or in part, a regional transportation corridor identified in the commission report presented to the Legislature on or about December 31, 2012, or subsequently identified by the commission, which have one or more of the following characteristics:

- (1) Exhibit a significant level of travel between counties or regions.
- (2) Provide a primary connection between activity centers or municipalities.
- (3) Exhibit a significant percentage of freight conveyance.
- (4) Provide a primary connection to marine, aviation, or intermodal facilities.
- (5) Provide a regional emergency evacuation route.
- (6) Support or enhance the functionality of another identified transportation project of regional significance in the corridor by providing for regional movement or removing nonregional trips from other transportation projects of regional significance.
- (7) Such other characteristics as the commission may determine relating to regional significance.

History.—s. 6, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹**343.1006 Plan coordination with other agencies.**—The regional transportation plan and implementation plan shall be forwarded to the North Florida Transportation Planning Organization for inclusion in its long-range transportation plan and other planning documents

as required by law. To the extent feasible, the commission's planning activities, including the development and adoption of the regional transportation plan and the implementation plan, shall be coordinated with the work of the North Florida Transportation Planning Organization, the Northeast Florida Regional Council, and the department.

History.—s. 7, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹**343.1008 Authority to contract.**—Any county, municipality, drainage district, road and bridge district, school district, or any other political subdivision, board, commission, or individual, in or of the state, may make and enter into contracts, leases, conveyances, partnerships, or other agreements with the commission within the provisions and for the purposes of this part. The commission may make and enter into contracts, leases, conveyances, partnerships, interlocal agreements, and other agreements with any political subdivision, agency, or instrumentality of the state and any federal agencies, corporations, and individuals for the purpose of carrying out the provisions of this part and serving the purposes of the commission.

History.—s. 8, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹**343.1009 Exemption from taxation and assessment.**—The effectuation of the authorized purposes of the commission created under this part is for the benefit of the people of this state, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions, and, because the commission performs essential governmental functions in effectuating such purposes, the commission is not required to pay any taxes or assessments upon any property acquired or used by it for such purposes, or upon any rates, fees, rentals, receipts, income, or charges at any time received by it.

History.—s. 9, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹**343.1010 Powers of commission are supplemental.**—

(1) The powers conferred by this part are supplemental to the existing powers of the North Florida Transportation Planning Organization, the Jacksonville Transportation Authority, the Northeast Florida Regional Council, the counties and the municipalities located therein, and the department. This part does not repeal any provisions of any other law, general, special, or local, but supplements such other laws in the exercise of the powers provided under this part and provides a complete method for the exercise of the powers granted in this part. The projects of the commission must comply with all applicable federal, state, and local laws. The projects of the commission undertaken pursuant to this part may be accomplished without regard to or

necessity for compliance with the provisions, limitations, or restrictions contained in any other general, special, or local law except as specifically set forth in this part.

(2) This part does not repeal, rescind, or modify any other law relating to the North Florida Transportation Planning Organization, the Jacksonville Transportation Authority, or the department.

History.—s. 10, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹**343.1011 Public meetings and hearings.**—

(1) The commission shall hold regular public meetings at the times and locations determined by the chair but, if feasible, at least quarterly.

(2) Before the adoption of the regional transportation plan or the implementation plan, a public hearing shall be conducted by the commission in each of the counties affected, at least one of which must be before the board. Any interested party shall have the opportunity to be heard in person or by counsel and to introduce testimony in his or her behalf at the hearing. Reasonable notice of each public hearing must be published in a newspaper of general circulation in each county in which such hearings are required to be held, at least 7 days before the hearing. The commission shall comply with all applicable federal and state requirements related to new or altered transportation facilities or services.

History.—s. 11, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

¹**343.1012 Discretionary sales surtax.**—The commission is not an “authority” for purposes of s. 212.055(1).

History.—s. 12, ch. 2013-173.

¹**Note.**—This part is repealed November 30, 2018, unless the contingencies in s. 343.1013 occur.

343.1013 Repeal.—This part shall stand repealed on November 30, 2018, unless:

(1) The commission has adopted the regional transportation plan and the implementation plan, and at least Clay, Duval, Nassau, and St. Johns Counties have adopted resolutions endorsing such plans; and

(2) Adequate funding sources to carry out the initial phases of such plans have been secured.

History.—s. 13, ch. 2013-173.

RTCC Committee Organizations and Members List

Organizations Represented on the RTCC Committee

- » Baker County Council on Aging / Baker Transit
- » Clay County Council on Aging / Clay Transit
- » Jacksonville Transit Authority (Duval County)
- » Nassau County Council on Aging / Nassau Transit
- » The Ride Solution (Putnam County)
- » St. Johns County Council on Aging / Sunshine Bus Company
- » Baker County Planning Dept.
- » Clay County Planning Dept.
- » Duval County Planning Dept.
- » Nassau County Planning Dept.
- » Putnam County Planning Dept.
- » St. Johns County Planning Dept.
- » Northeast Florida Regional Council
- » North Florida Transportation Planning Organization (NFTPO)
- » Florida Department of Transportation (FDOT)

Members of the RTCC Committee

| | |
|----------------------|---|
| Janice Ancrum | <i>Nassau County Council on Aging / Nassau Transit</i> |
| April Bacchus | <i>ETM, Inc.</i> |
| Lindsey Brock | <i>NEFRTC</i> |
| Ed Clark | <i>St. Johns County Council on Aging / Sunshine Bus Company</i> |
| Janell Damato | <i>FDOT</i> |
| Elizabeth DeJesus | <i>NFTPO</i> |
| Cheryl Freeman | <i>RS&H, Inc.</i> |
| Doreen Joyner-Howard | <i>FDOT</i> |
| Margo Moehring | <i>Northeast Florida Regional Council</i> |
| Alan Mosley | <i>JaxChamber</i> |
| Wanda Nye | <i>The Ride Solution (Putnam County)</i> |
| Liz Peak | <i>The Ride Solution and NEFRTC Consultant</i> |
| Victoria Pennington | <i>NEFRTC Marketing Consultant</i> |
| Helen Perez | <i>JTA</i> |
| Theodis Perry | <i>FDOT</i> |
| Geanelly Reveron | <i>FDOT</i> |
| Al Rizer | <i>Clay County Council on Aging / Clay Transit</i> |
| Jeff Sheffield | <i>NFTPO</i> |
| Tiffany Shrull | <i>Nassau County Council on Aging / Nassau Transit</i> |
| Brian Teeple | <i>Northeast Florida Regional Council</i> |
| Suraya Teeple | <i>JTA</i> |
| Brad Thoburn | <i>JTA</i> |
| Boyd Thompson | <i>The Ride Solution (Putnam County)</i> |
| Becky Yanni | <i>St. Johns County Council on Aging / Sunshine Bus Company</i> |

Demographic and Project Data Tables and Maps

Table A-2: Daily Commuter Travel Flows

| Commuters FROM | TO | | | | | | Commuters Total | Percent of Total |
|-------------------|---------|--------|--------------|--------|--------|-------|--------------------|---------------------|
| | Duval | Nassau | St. Johns | Clay | Putnam | Baker | | |
| Baker | 3,829 | - | 93 | 132 | | 4,574 | 8,628 | 1.4% |
| Clay | 40,754 | 152 | 2,147 | 34,806 | 928 | 428 | 79,215 | 12.9% |
| Duval | 372,693 | 2,071 | 9,035 | 8,147 | 261 | 783 | 392,990 | 64.0% |
| Nassau | 12,603 | 15,696 | 78 | 232 | - | 125 | 28,734 | 4.7% |
| Putnam | 1,121 | | 1,701 | 692 | 15,728 | - | 19,242 | 3.1% |
| St. Johns | 33,419 | 132 | 50,164 | 1,201 | 706 | 7 | 85,629 | 13.9% |
| Total | 464,419 | 18,051 | 63,218 | 45,210 | 17,623 | 5,917 | 614,438 | 100% |

Source: American Community Survey, 2009-2013

Table A-3: Regional Demographics and Socioeconomic Characteristics

| | Baker | Clay | Duval | Nassau | Putnam | St. Johns | Total/Avg. |
|--|--------------|-------------|--------------|---------------|---------------|------------------|-------------------|
| Population | 27,420 | 203,967 | 913,010 | 78,444 | 72,023 | 226,640 | 1,521,504 |
| Percent of Regional Population | 1.8% | 13.4% | 60.0% | 5.2% | 4.7% | 14.9% | 100.0% |
| Percent Commuters (Drive Alone) | 85.0% | 83.5% | 80.4% | 80.5% | 80.5% | 81.5% | - |
| Average Commute Time (min) | 29.6 | 32.3 | 23.5 | 28.8 | 27.7 | 26.3 | - |
| Number of Companies | 1,255 | 12,609 | 75,875 | 5,688 | 4,849 | 18,723 | 118,999 |
| High School Graduate or Higher | 80.4% | 90.0% | 88.4% | 89.5% | 77.3% | 93.8% | - |
| Median Income | \$46,865 | \$59,103 | \$47,582 | \$55,256 | \$32,714 | \$65,575 | - |
| Median Age | 36.3 | 38.7 | 35.9 | 43.8 | 43.9 | 42.6 | - |
| Person 65 and Older | 3,286 | 25,322 | 104,968 | 13,571 | 14,668 | 34,475 | 196,290 |
| Person 65 and Older (percent) | 12.1% | 13.0% | 11.9% | 18.1% | 20.0% | 16.9% | 13.5% |
| Persons Below Poverty | 18.6% | 10.5% | 17.4% | 12.6% | 26.5% | 9.7% | - |
| Minority Population | 17.8% | 24.3% | 44.4% | 12.7% | 28.0% | 15.4% | 34.7% |
| Persons with Disabilities | - | 13.2% | 12.7% | 15.2% | 16.6% | 10.7% | - |
| Zero Vehicle Households | 3.6% | 3.7% | 8.4% | 3.2% | 7.9% | 3.9% | - |
| Veterans | 1,958 | 25,589 | 85,617 | 8,965 | 7,757 | 19,623 | 149,509 |
| Veterans (percent) | 7.2% | 13.1% | 9.7% | 12.0% | 10.6% | 9.6% | 10.3% |
| Population Density (persons/sq. mi.) | 47 | 337 | 1,198 | 121 | 99 | 377 | 387 |
| Land Area (sq. mi.) | 585.2 | 604.4 | 762.2 | 648.6 | 727.6 | 600.7 | 3,929 |
| <i>Source: American Community Survey (2010-2013)</i> | | | | | | | |

Figure A-1: Regional Medical Facilities

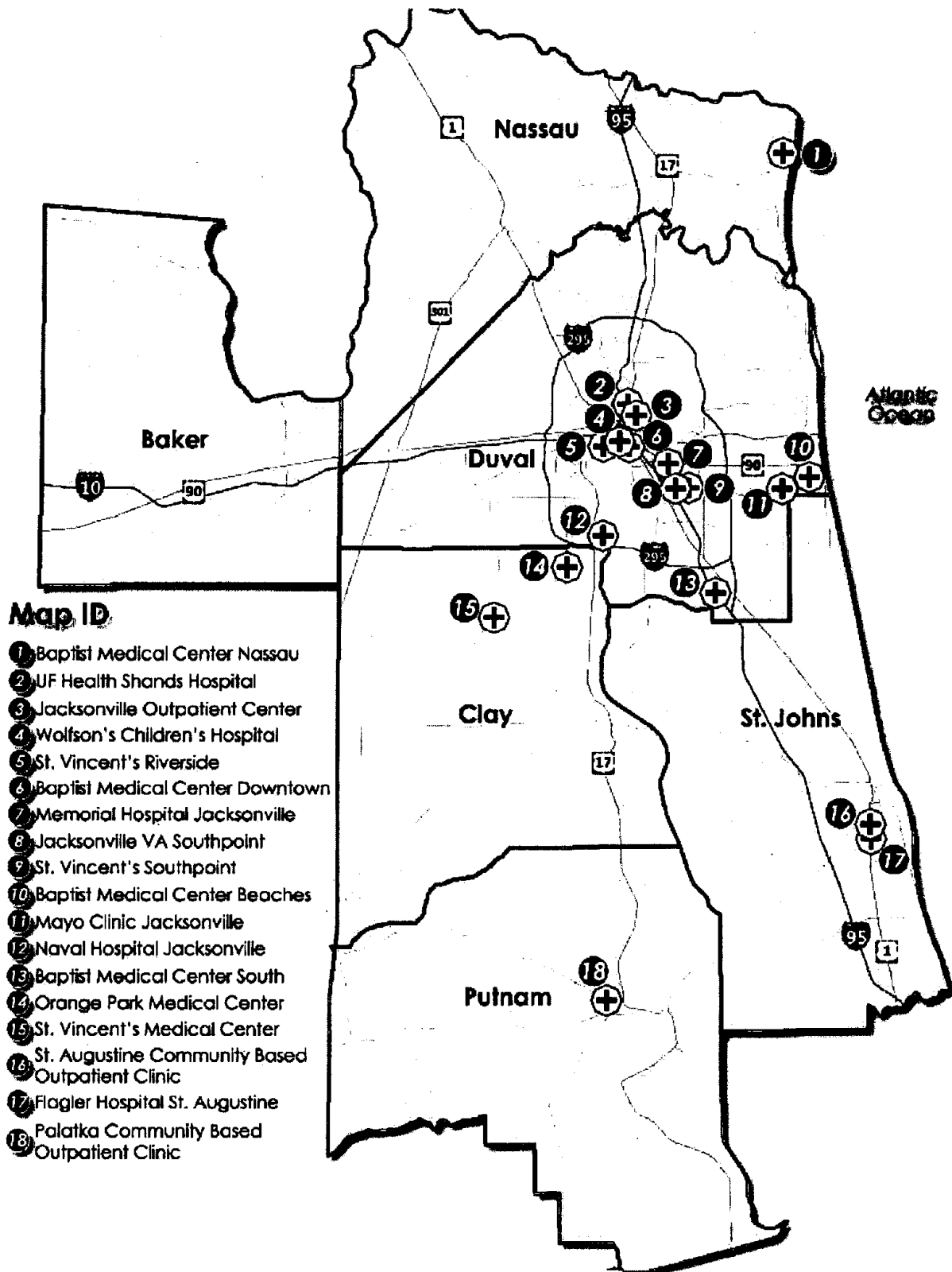


Figure A-2: RTSC 2012 Regional Corridor Map

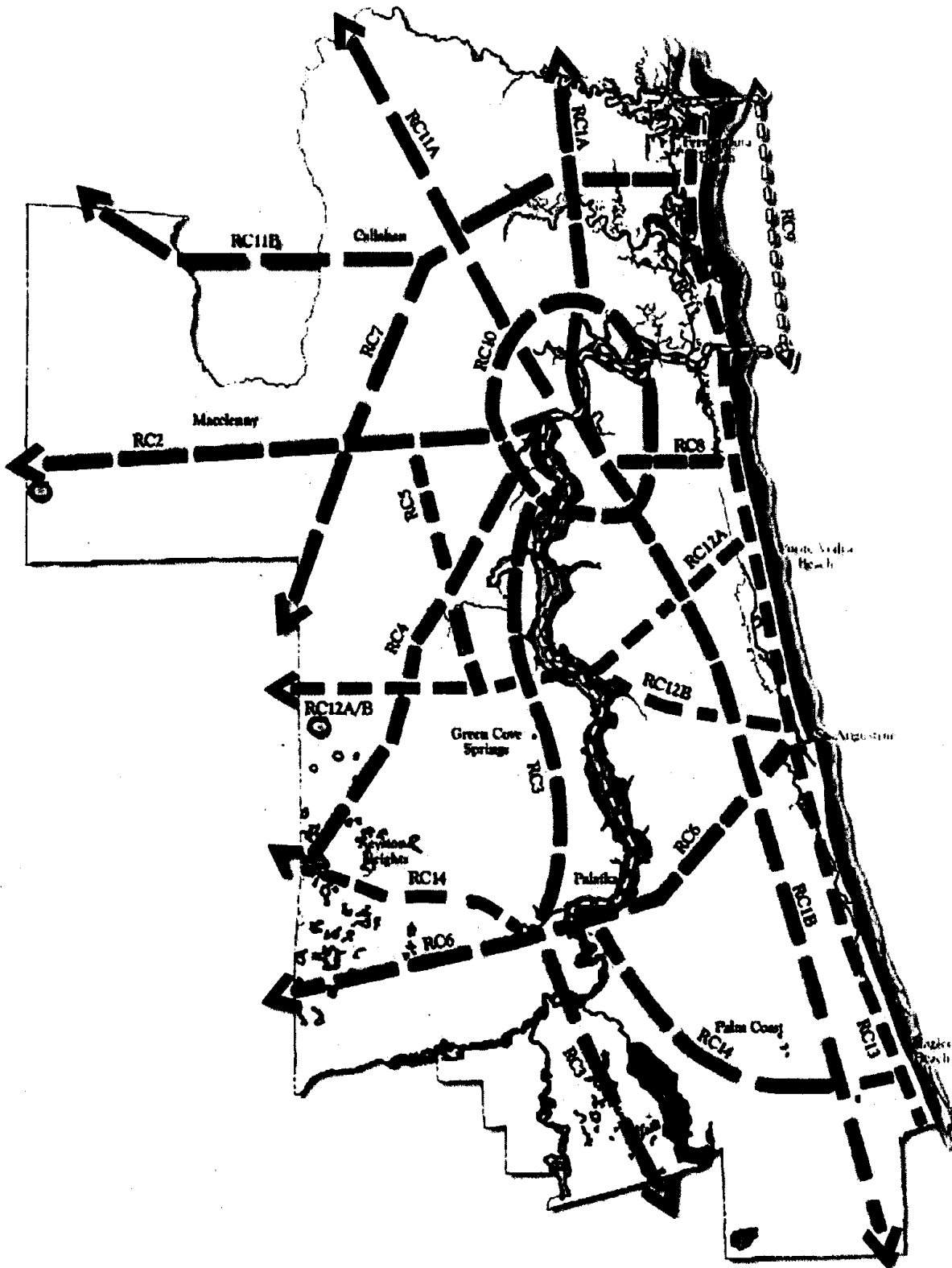


Table A-4: RTSC 2012 Regional Transportation Network

| Regional Corridors | Map ID | Principal Facilities | Supporting Facilities |
|---|---------------|--|--|
| North / South Corridor – Jacksonville / Yulee / Georgia | RC1A | I-95, CSX (Kingsland) | US 17 |
| North / South Corridor – Jacksonville / St Augustine | RC1B-1 | I-95, FEC | US 1 South, CR 2209 |
| North / South Corridor – Jacksonville / St Augustine | RC1B-2 | CR 2209 | I-95, FEC, US 1 |
| West – Jacksonville / Macclenny / I-75 | RC2 | I-10, CSX (Tallahassee) | US 90, Normandy Blvd Jacksonville Baldwin Trail |
| River Southwest – Jacksonville / Green Cove Springs / Palatka / Deland | RC3 | US 17, SR 21 Blanding Boulevard, CSX (Sanford) | |
| Southwest –Orange Park/ Camp Blanding / Keystone Heights / Gainesville | RC4 | SR 21 Blanding Boulevard, SR 16 | |
| Outer Beltway | RC5 | SR 23, First Coast Expy. | |
| Southern Crossing 1 – St. Augustine / Palatka / Gainesville | RC6 | SR 207, SR 20 | SR 207 Rail to Trail/St. Johns River to Sea Loop |
| Outer Corridor – Fernandina Beach / Callahan / Gainesville | RC7 | US301, SR 200, CSX (Wildwood), CSX (Fernandina) | |
| Beach E/W – Jacksonville / Beaches / Ponte Vedra | RC8 | SR 202 J. T. B. Blvd | |
| International – Palatka/Green Cove Springs/Port of Jacksonville/Port of Fernandina/Atlantic Ocean | RC9 | St. Johns River, St. Mary's River, Atlantic Ocean, associated marine terminals | SR 105 Heckscher Drive |
| Inner Beltway | RC10 | I-295 | |
| Northwest 1 — Jacksonville / Callahan / Georgia | RC11A | US 1 North, CSX (Nahunta), NS Mainline | |
| Northwest 2 — Callahan / Georgia (NS RR) | RC11B | NS Mainline | |
| East West 1 — Ponte Vedra / Green Cove Springs / Gainesville | RC12A | CR 210, Future Outer Beltway, SR16 (Clay Co.) | |

Table A-4: RTSC 2012 Regional Transportation Network

| Regional Corridors | Map ID | Principal Facilities | Supporting Facilities |
|--|---------------|--|--|
| East West 2 – St. Augustine / Green Cove Springs / Gainesville | RC12B | SR16 (St. Johns Co.), Future Outer Beltway, SR 16 (Clay Co.) | |
| Coastal – Fernandina Beach / St. Augustine | RC13 | SR A1A, Mayport Ferry | East Coast Greenway/ St. Johns River to Sea Loop |
| Southern Crossing 2- Palatka / Starke | RC14 | SR100, SR 20 | |
| Northeast Florida Trail Loop | RC6/RC14 | CR 207, SR 100 | |
| <p>¹ Principal Facilities</p> <p>Principal facilities are defined as those facilities within a regional corridor that provide:</p> <ul style="list-style-type: none"> • A high level of inter-county or inter-regional travel, • The primary connection between activity centers or municipalities, • A high percentage of freight within the corridor , • A primary connection to marine, aviation or intermodal facilities, and/or • A regional emergency evacuation route. | | | |
| <p>² Supporting Facilities</p> <p>Supporting facilities are defined as those facilities in a regional corridor that:</p> <ul style="list-style-type: none"> • Supports or enhances the functionality of the Principal Facilities in the corridor, and/or • Enhances access or connectivity between activity, employment or growth centers and Principal Facility. | | | |

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Table A-5: Priority Projects Evaluation, RTC's Creating Regional Connections

| Corridor | Facility | From | To | Type | Cost (millions) | Carry a significant amount of inter-regional traffic | Serve as a primary connection between activity centers | Move a significant amount of freight | Is a primary connection to intermodal facilities | Serve as an evacuation route | Support the functionality of another regional corridor | Criteria Met |
|--|------------------------------|------------------------------|----------------------------|---------------------------------------|-----------------|--|--|--------------------------------------|--|------------------------------|--|--------------|
| Advocacy Projects | | | | | | | | | | | | |
| RCS | SR 23 First Coast Expressway | SR 21 Blanding Boulevard | I-95 | New 4 Lane Road | \$1,951 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | 6 |
| FC | Future Corridor | Tampa | Jacksonville | New Connector or Widen Existing Roads | \$2,000 | ✓ | ✓ | ✓ | | ✓ | ✓ | 5 |
| RCLB | FEC | St. Augustine | Jacksonville | Commuter Rail | \$255 | ✓ | ✓ | | | | ✓ | 3 |
| RC4 /RC10 | Southwest Commuter Rail | Green Cove Springs | Jacksonville | Commuter Rail | \$294 | ✓ | ✓ | | | | ✓ | 3 |
| RCLA | CSX | Yulee | Jacksonville | Commuter Rail | \$271 | ✓ | ✓ | | | | ✓ | 3 |
| Projects Selected for Additional Funding Analysis | | | | | | | | | | | | |
| RCS | US 17 | West of Dunns Creek Bridge | Horse Landing Road | Widen to 4 Lanes | \$51 | ✓ | ✓ | ✓ | | ✓ | ✓ | 5 |
| | US 17 | CR 309 in Satsuma | West of Dunns Creek Bridge | Widen to 4 Lanes | \$19 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | 6 |
| | US 17 | Volusia County Line | Pamona Park | Widen to 4 Lanes | \$67 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | 6 |
| | US 17 | Pamona Park | Satsuma | Widen to 4 Lanes | \$7 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | 6 |
| RC2 | US 90 | I-10 US 90 Parallel Reliever | US 90 East Baldwin | SR 21 South Macclenny | \$7 | ✓ | ✓ | ✓ | | ✓ | ✓ | 5 |
| RCLB | US 1 | SR 313 | International Golf Parkway | Widen to 6 Lanes | \$23 | ✓ | ✓ | ✓ | | ✓ | ✓ | 5 |
| | US 1 | International Golf Parkway | Racetrack Road | Widen to 6 Lanes | \$61 | ✓ | ✓ | ✓ | | ✓ | ✓ | 5 |
| | North Rail Corridor Phase 1 | CSX | CSX | New Multimodal Corridor | \$138 | ✓ | ✓ | ✓ | | | ✓ | 4 |
| | North Rail Corridor Phase 2 | CSX | Norfolk Southern | New Multimodal Corridor | \$21 | ✓ | ✓ | ✓ | | | ✓ | 4 |
| RCLA | US 17 | Harts Road | SR 200 | Widen to 4 Lanes | \$3 | ✓ | | ✓ | | ✓ | | 3 |
| RC4/RC10 | SR 21 Blanding Boulevard | SR 16 | CR 215 | Widen to 4 Lanes | \$34 | ✓ | ✓ | ✓ | | ✓ | ✓ | 5 |
| RCLB | CR 2209 / CR 305 | CR 204 | CR 206 | New 2 Lane Road | \$10 | ✓ | | | | ✓ | ✓ | 3 |
| | CR 2209/ CR 305 | CR 206 | CR 207 | Widen to 4 Lanes | \$36 | ✓ | | | | ✓ | ✓ | 3 |
| | CR 2209 | CR 207 | CR 214 | New 4 Lane Road | \$40 | ✓ | | | | ✓ | ✓ | 3 |
| | CR 2209 | CR 214 | CR 208 | New 4 Lane Road | \$27 | ✓ | | | | ✓ | ✓ | 3 |
| | CR 2209 | CR 208 | SR 16A | New 4 Lane Road | \$26 | ✓ | | | | ✓ | ✓ | 3 |
| | CR 2209 | SR 16 | International Golf Parkway | New 4 Lane Road | \$12 | ✓ | | | | ✓ | ✓ | 3 |
| | CR 2209 | International Golf Parkway | SR 16 Connector | New 6 Lane Road | \$12 | ✓ | | | | ✓ | ✓ | 3 |

Table A-5: Priority Projects Evaluation, RTC's Creating Regional Connections

| Corridor | Facility | From | To | Type | Cost (millions) | Carry a significant amount of inter-county or inter-regional traffic | Serve as a primary connection between activity centers | Move a significant amount of freight | Is a primary connection to intermodal facilities | Serve as an evacuation route | Support the functionality of another regional corridor * | Criteria Met |
|------------|------------------------------|------------------|---------------------------|---|-----------------|--|--|--------------------------------------|--|------------------------------|--|--------------|
| - | Intermodal Logistics Center | To be determined | | Intermodal Logistics Center | \$65 | ✓ | | ✓ | ✓ | | | 3 |
| | Northeast Florida Loop | Palatka | Etonia Creek State Forest | New Multiuse Path | \$6 | ✓ | | | | | | 1 |
| | Northeast Florida Loop | Palatka | St. Augustine Gap | New Multiuse Path | \$6 | ✓ | | | | | | 1 |
| | Northeast Florida Loop | Baldwin | Jacksonville | New Multiuse Path | \$4 | ✓ | | | | | | 1 |
| All | Regional Coordinated Transit | To be determined | | Coordinated Transit Services | | ✓ | | | | | | 1 |
| RCS | St. Johns Ferry | | | Site Improvements (Short and Long-Term) | \$9 | ✓ | | | | | | 1 |
| | St. Johns Ferry | | | Relocation of Ferry Office | \$0 | ✓ | | | | | | 1 |
| | St. Johns Ferry | | | Service and Capital Improvements | \$7 | ✓ | | | | | | 1 |
| | St. Johns Ferry | | | Drydock Repairs | \$13 | ✓ | | | | | | 1 |

Figure A-3: Regional Transit Services

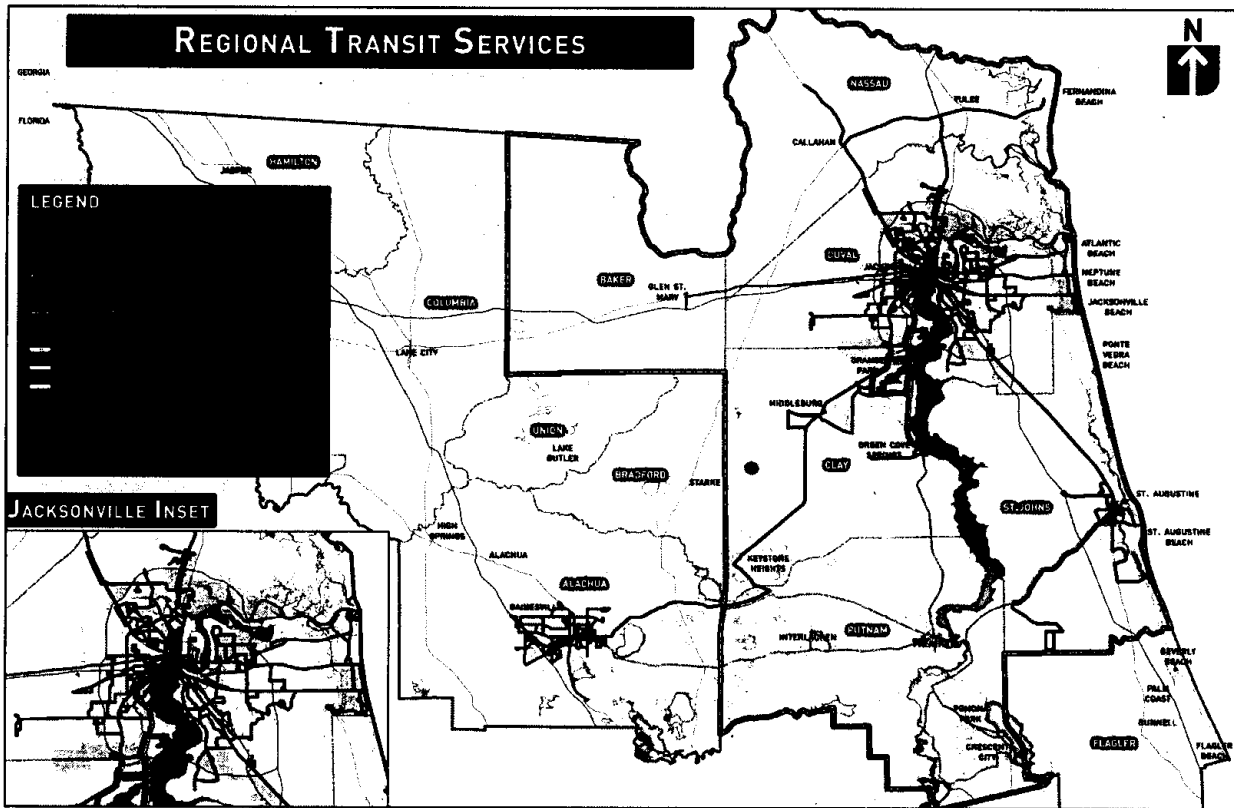


Table A-6: RTC Funding Options for the Prioritized Projects from the 2040 LRTP List

| Consider | Feasibility | Map ID | From | To | Type | Present Day Cost (millions) | Criteria Met | Average by Consider | Transported on Asset Ownership | Transported on Asset System | Primary Funding Source | Timing | Feasibility | Primary Funding Source | Timing | Feasibility | Secondary Funding Source | Timing | Feasibility | Secondary Funding Source | Timing | Feasibility |
|-------------------------------|------------------------------|--------|------------------------------|----------------------------|---------------------------------------|-----------------------------|--------------|---------------------|--------------------------------|-----------------------------|------------------------|--------------|-------------|------------------------|--------------|-------------|--------------------------|--------------|-------------|--------------------------|--------------|-------------|
| ADVISORY | | | | | | | | | | | | | | | | | | | | | | |
| RC5 | SR 23 First Coast Expressway | 8202 | SR 21 Blanding Boulevard | I-95 | New 4 Lane Road | \$1,951 | 6 | 6.00 | SHS | SIS | FDOT - Tolls | 10-20 Yrs. | Avg. | FDOT-SIS | 10-20 Yrs. | Good | FDOT - Bridge | 10-20 Yrs. | Good | ROW Donations | 10-20 Yrs. | Good |
| FC | Future Corridor | 721 | Tampa | Jacksonville | New Connector or Widen Existing Roads | \$2,000 | 5 | 5.00 | Likely SHS | ? likely SIS | FDOT - Tolls | 20-30 Yrs. | Avg. | FDOT-SIS | 20-30 Yrs. | Avg. | ROW Donations | 20-30 Yrs. | Avg. | | | |
| RC1B | FEC | 2327 | St. Augustine | Jacksonville | Commuter Rail | \$255 | 4 | 4.67 | Private | Rail/Transit/SIS? | FTA - New Starts | 10-20 Yrs. | Poor | FDOT - Transit/ Rail | 10-20 Yrs. | Avg. | Local - Sales Tax | 10 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Poor |
| RC4/R C10 | Southwest Commuter Rail | 2358 | Green Cove Springs | Jacksonville | Commuter Rail | \$291 | ? | ? | ? | Rail/Transit/SIS? | FTA - New Starts | 10-20 Yrs. | Poor | FDOT - Transit/ Rail | 10-20 Yrs. | Avg. | Local - Sales Tax | 10 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Poor |
| RC1A | CSX | 2240 | Yulee | Jacksonville | Commuter Rail | \$271 | ? | 3.50 | Private | Rail/Transit/SIS? | FTA - New Starts | 10-20 Yrs. | Poor | FDOT - Transit/ Rail | 10-20 Yrs. | Avg. | Local - Sales Tax | 10 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Poor |
| PROJECTS FOR FUNDING ANALYSIS | | | | | | | | | | | | | | | | | | | | | | |
| RC3 | US 17 | 428 | West of Dunns Creek Bridge | Horse Landing Road | Widen to 4 Lanes | \$51 | 5 | | SHS | Emerging SIS | FDOT - SIS | 15 plus Yrs. | Avg. | FDOT - Non-SIS | 20 plus Yrs. | Poor | Local Sales Tax | 20 plus Yrs. | Poor | RTA Property Tax | 10 plus Yrs. | Poor |
| RC3 | US 17 | 429 | CR 309 in Satusma | West of Dunns Creek Bridge | Widen to 4 Lanes | \$19 | 6 | | SHS | Emerging SIS | FDOT - SIS | 15 plus Yrs. | Avg. | FDOT - Non-SIS | 20 plus Yrs. | Poor | Local Sales Tax | 20 plus Yrs. | Poor | RTA Property Tax | 10 plus Yrs. | Poor |
| RC3 | US 17 | 430 | Volusia County Line | Pamona Park | Widen to 4 Lanes | \$67 | 6 | | SHS | Emerging SIS | FDOT - SIS | 15 plus Yrs. | Avg. | FDOT - Non-SIS | 20 plus Yrs. | Poor | Local Sales Tax | 20 plus Yrs. | Poor | RTA Property Tax | 10 plus Yrs. | Poor |
| RC3 | US 17 | 452 | Pamona Park | Satsuma | Widen to 4 Lanes | \$7 | 6 | 5.75 | SHS | Emerging SIS | FDOT - SIS | 15 plus Yrs. | Avg. | FDOT - Non-SIS | 20 plus Yrs. | Poor | Local Sales Tax | 20 plus Yrs. | Poor | RTA Property Tax | 10 plus Yrs. | Poor |
| RC2 | US 90 | 720 | I-10 US 90 Parallel Reliever | US 90 East Baldwin | SR 21 South Macclenny | \$7 | 5 | 5.00 | SHS | Non-SIS | FDOT - Non-SIS | 20 plus Yrs. | Poor | FDOT - TRIP/CGOP | 10 plus Yrs. | Avg. | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| RC1B | US 1 | 131 | SR 313 | International Golf Parkway | Widen to 6 Lanes | \$23 | 5 | | SHS | Non-SIS | FDOT - Non-SIS | 20 plus Yrs. | Avg. | FDOT - TRIP/CGOP | 10 plus Yrs. | Avg. | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| RC1B | US 1 | 132 | International Golf Parkway | Racetrack Road | Widen to 6 Lanes | \$61 | 5 | | SHS | Non-SIS | FDOT - Non-SIS | 20 plus Yrs. | Avg. | FDOT - TRIP/CGOP | 10 plus Yrs. | Avg. | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| NONE | North Rail Corridor Phase 1 | 2205 | CSX | CSX | New Multimodal Corridor | \$138 | 4 | | ? | Rail/Intermodal | FDOT Rail | 10 plus Yrs. | Avg. | FDOT - Intermodal | 10 plus Yrs. | Poor | RTA Property Tax | 10 plus Yrs. | Poor | | | |

Intended for Analytic Purposes Only

Table A-6: RTC Funding Options for the Prioritized Projects from the 2040 LRTP List

| Corridor | Feasibility | Map ID | From | To | Type | Present Day Cost (Million) | Criteria Met | Average by Corridor | Transportation Asset Ownership | Transportation Asset System | Primary Funding Source | Thinking | Feasibility | Primary Funding Source | Thinking | Feasibility | Secondary Funding Source | Thinking | Feasibility | Secondary Funding Source | Thinking | Feasibility |
|----------|-----------------------------|--------|----------------------------|----------------------------|-----------------------------|----------------------------|--------------|---------------------|--------------------------------|-----------------------------|------------------------|--------------|-------------|------------------------|--------------|-------------|--------------------------|--------------|-------------|--------------------------|--------------|-------------|
| NONE | North Rail Corridor Phase 2 | 2258 | CSX | Norfolk Southern | New Multimodal Corridor | \$21 | 4 | 4.00 | ? | Rail/Intermodal | FDOT Rail | 10 plus Yrs. | Avg. | FDOT - Intermodal | 10 plus Yrs. | Poor | RTA Property Tax | 10 plus Yrs. | Poor | | | |
| RC1A | US 17 | 707 | Harts Road | SR 200 | Widen to 4 Lanes | \$3 | 3 | | SHS | Emerging SIS | FDOT - SIS | 15 plus Yrs. | Avg. | FDOT - Non-SIS | 20 plus Yrs. | Poor | Local Sales Tax | 20 plus Yrs. | Poor | RTA Property Tax | 10 plus Yrs. | Poor |
| RC4/RC10 | SR 21 Blanding Boulevard | 114 | SR 16 | CR 215 | Widen to 4 Lanes | \$34 | 5 | | SHS | Non-SIS | FDOT - Non-SIS | 20 plus Yrs. | Avg. | | | | Local Sales Tax | 20 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| RC1B | CR 2209 / CR 305 | 818 | CR 204 | CR 206 | New 2 Lane Road | \$10 | 3 | | County | Arterial | Local Sales Tax | 20 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | ROW Donations | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| RC1B | CR 2209/CR 305 | 850 | CR 206 | CR 207 | Widen to 4 Lanes | \$3 | 3 | | County | Arterial | Local Sales Tax | 10 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | ROW Donations | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| RC1B | CR 2209 | 814 | CR 207 | CR 214 | New 4 Lane Road | \$40 | 3 | | County | Arterial | Local Sales Tax | 20 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | ROW Donations | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| RC1B | CR 2209 | 813 | CR 214 | CR 208 | New 4 Lane Road | \$27 | 3 | | County | Arterial | Local Sales Tax | 20 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | ROW Donations | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| RC1B | CR 2209 | 816 | CR 208 | CR 214 | New 4 Lane Road | \$6 | 3 | | County | Arterial | Local Sales Tax | 20 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | ROW Donations | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| RC1B | CR 2209 | 815 | SR 16 | International Golf Parkway | New 4 Lane Road | \$12 | 3 | | County | Arterial | Local Sales Tax | 20 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | ROW Donations | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| RC1B | CR 2209 | 812 | International Golf Parkway | SR 16 Connector | New 6 Lane Road | \$12 | 3 | 3.00 | County | Arterial | Local Sales Tax | 20 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | ROW Donations | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor |
| NONE | Intermodal Logistics Center | | To be determined | | Intermodal Logistics Center | \$65 | 2 | | Likely SIS | Intermodal | FDOT - SIS | 10 plus Yrs. | Avg. | FDOT - Intermodal | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | | | |
| MULTI | Northeast Florida Loop | 2503 | Palatka | Etonia Creek State Forest | New Multiuse Path | \$6 | 1 | | Likely County | Trails | FDOT - Trails | 5 plus Yrs. | Avg. | Local Sales Tax | 5 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | | | |
| MULTI | Northeast Florida Loop | 2502 | Palatka | St. Augustine Gap | New Multiuse Path | \$6 | 1 | | Likely County | Trails | FDOT - Trails | 5 plus Yrs. | Avg. | Local Sales Tax | 5 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | | | |
| MULTI | Northeast Florida Loop | 2501 | Baldwin | Jacksonville | New Multiuse Path | \$4 | 1 | 1.00 | Likely County | Trails | FDOT - Trails | 5 plus Yrs. | Avg. | Local Sales Tax | 5 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | | | |

Intended for Analytic Purposes Only

Table A-6: RTC Funding Options for the Prioritized Projects from the 2040 LRTP List

| Corridor | Facility | Map ID | From | To | Type | Present Day Cost (millions) | Criteria Met | Average by Corridor | Transported on Asset Ownership | Transported on Asset System | Primary Funding Source | Thinking | Feasibility | Primary Funding Source | Thinking | Feasibility | Secondary Funding Source | Thinking | Feasibility | Secondary Funding Source | Thinking | Feasibility | |
|-------------------------------|------------------------------|--------|---------------------|-------------------------|---|-----------------------------|--------------|---------------------|--------------------------------|-----------------------------|------------------------|--------------|-------------|------------------------|--------------|-------------|--------------------------|--------------|-------------|--------------------------|--------------|-------------|--|
| ALL | Regional Coordinated Transit | | To be determined | | Coordinated Transit Services | | 1 | 1.00 | County | Transit | Local Sales Tax | 20 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | | | | |
| RC9 | St. Johns Ferry | 2331 | | | Site Improvements (Short and Long-Term) | \$9 | 1 | | County | Ferry | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | FDOT | 10 plus Yrs. | Poor | | | | |
| RC9 | St. Johns Ferry | 2331 | | | Relocation of Ferry Office | \$0 | 1 | | County | Ferry | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | | | | | | | |
| RC9 | St. Johns Ferry | 2331 | | | Service and Capital Improvement | | 1 | | County | Ferry | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | FDOT | 10 plus Yrs. | Poor | | | | |
| RC9 | St. Johns Ferry | 2331 | | | Drydock Repairs | \$13 | 1 | 1.00 | County | Ferry | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | FDOT | 10 plus Yrs. | Poor | | | | |
| | | | | | | Sub Total: \$4,485 | | | | | | | | | | | | | | | | | |
| TPO Projects Not Fully Funded | | | | | | | | | | | | | | | | | | | | | | | |
| RC1B | SR 313 | 831 | SR 207 | SR 16 | New 6 lane road | \$66.50 | | | SHS or County | Non-SIS | FDOT - Non-SIS | 20 plus Yrs. | Avg. | FDOT - TRIP/CGOP | 10 plus Yrs. | Avg. | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | |
| RC1B | SR 313 | 832 | SR 16 | US Dixie Highway | Widen 4 lane road | \$98.11 | | | SHS County | Non-SIS | FDOT - Non-SIS | 20 plus Yrs. | Avg. | FDOT - TRIP/CGOP | 10 plus Yrs. | Avg. | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | |
| RC1B | US 1 Phillips Highway | 94 | SR 98 | I-295 | Widen to 6 lanes | \$15.23 | | | SHS | Non-SIS | FDOT - Non-SIS | 20 plus Yrs. | Avg. | FDOT - TRIP/CGOP | 10 plus Yrs. | Avg. | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | |
| RC1B | US 1 Phillips Highway | 95 | I-9 S @ the Avenues | SR 202 J.T. Butler Blvd | Widen to 6 lanes | \$15.23 | | | SHS | Non-SIS | FDOT - Non-SIS | 20 plus Yrs. | Avg. | FDOT - TRIP/CGOP | 10 plus Yrs. | Avg. | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | |
| RC1B | US 1 | 845 | At CR 210 | | Modify Interchange | \$43.20 | | | SHS | Non-SIS | FDOT - Non-SIS | 20 plus Yrs. | Avg. | FDOT - TRIP/CGOP | 10 plus Yrs. | Avg. | Local Sales Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | |
| ??? | CR 218 | | Cosmos Ave. | US 301 | Widen to 4 lanes | \$122.82 | | | County | Arterial | Local Sales Tax | 20 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | | | | |
| ??? | CR 220 | 34 | College Dr. | US 17 | Widen to 6 Lanes | \$64.77 | | | County | Arterial | Local Sales Tax | 20 plus Yrs. | Avg. | Local Gas Tax | 10 plus Yrs. | Avg. | RTA Property Tax | 10 plus Yrs. | Poor | | | | |

Intended for Analytic Purposes Only

Public Hearings Summary

Six Public hearings were held pursuant to and in compliance with Chapter 343.1011 (2), Florida Statutes: "Before the adoption of the regional transportation plan or the implementation plan, a public hearing shall be conducted by the commission in each of the counties affected, at least one of which must be before the board. Any interested party shall have the opportunity to be heard in person or by counsel and to introduce testimony in his or her behalf at the hearing. Reasonable notice of each public hearing must be published in a newspaper of general circulation in each county in which such hearings are required to be held, at least 7 days before the hearing."

Prior to conducting a hearing in each county, elected officials were offered the opportunity for a preview presentation to learn about the Northeast Florida Regional Transportation Commission (RTC) and provide input in advance of the hearing. Four of the six RTC member counties requested a preview presentation. The other two counties (Baker and Nassau) included the RTC public hearing as an advertised part of their regular Board of County Commissioners meeting. All RTC public hearings were advertised in local newspapers and on the RTC website at least seven days before each hearing. RTC Board members were encouraged to have their counties post notices on county websites. The hearing materials included a PowerPoint presentation and summary brochure.

Baker County

Baker County did not request a preview presentation. The public hearing was advertised in the *Baker County Press* on October 20, 2016. The hearing was held November 1 as part of the Baker County Board of County Commissioners meeting in Commission Chambers beginning at 6 p.m. Seventeen people attended the hearing.

St. Johns County

The RTC Executive Director gave a preview presentation to the St. Johns County Board of County Commissioners November 1, 2016. The public hearing was advertised in the *Florida Times-Union* and *St. Augustine Record* on November 30, 2016. The hearing was held December 8, 5:30-7 p.m. in the St. Johns County Auditorium. Two people attended.

Nassau County

Nassau County did not request a preview presentation. The public hearing was advertised in the *Florida Times-Union* November 30, 2016 and *Fernandina News-Leader* December 2, 2016. The hearing was conducted December 12, 2016 as part of the Nassau County Board of County Commissioners meeting in Commission Chambers beginning at 6 p.m. There were 21 people in attendance.

Duval County

The RTC Executive Director gave a preview presentation to the Jacksonville City Council November 9, 2016. The public hearing was advertised in the *Florida Times-Union* and *St. Augustine Record* November 30, 2016, and *Fernandina News-Leader* December 2, 2016.

The public hearing was held December 14, 2016, 4-5:30 p.m. in the North Florida TPO Board Room following the RTC Board meeting. Four members of the public attended. RTC Board Members Commissioner Doug Conkey, Clay County, Chairman; Commissioner James Bennett, Baker County, Vice Chairman; Commissioner Bill Bishop, Duval County; Commissioner Ennis Davis, Duval County; Chip Laibl, Putnam County, Treasurer; Commissioner Lindsey Brock, Duval County; and Jim Knight, FDOT, Board Advisor were in attendance at the hearing in compliance with Chapter 343.1011 requirements.

Putnam County

The RTC Executive Director gave a preview presentation to the Putnam County Board of County Commissioners November 13, 2016. The public hearing was advertised in the *Palatka Daily News* January 3, 2017 and held January 10, 2017, 5:30-7 p.m. in the Putnam County Commission Chambers. Seven people attended.

Clay County

The RTC Executive Director gave a preview presentation to the Clay County Board of County Commissioners February 28, 2017. The hearing was advertised in *Clay Today* March 16, 2016 and the *Clay Leader* March 17, 2016. The public hearing was held March 23, 2017, 5:30-7 p.m. in the Clay County Commission Chambers. No members of the public attended the hearing.

Comments

One written comment was submitted, "Proud to see the results. Great work. Great job. This is where I wanted it to go. Will be valuable in the future." Verbal discussion during and following the presentations emphasized the need for and benefits of coordinated regional transit. Audio recordings from the hearings were retained and are available as needed.

Meeting Advertisements

Regional Multimodal Transportation Plan

PUBLIC HEARING NOTICE

**Tuesday, November 1
6 – 7:30 p.m.
Baker County Commission Chambers
55 North 3rd Street, Macclenny**

The Northeast Florida Regional Transportation Commission (RTC), serving Baker, Clay, Duval, Nassau, Putnam and St. Johns counties, has developed a Regional Multimodal Transportation Plan to address unmet regional transportation needs. The Plan features projects to enhance and coordinate transit services across the region. Bicycle and pedestrian trail, highway, freight and rail projects are also included.

The Commission is holding public hearings in each member county to receive public comments prior to plan adoption. A printed copy is available for review at the Northeast Florida Regional Transportation Commission office, 980 North Jefferson Street, Jacksonville, FL 32209, 8 a.m. to 5 p.m., Monday through Friday. If you have any questions or comments, please contact Joe Stephenson, Executive Director at (904) 306-7517 or joestphenson@nefrtc.com.

You can review the plan online at www.nefrtc.com.



www.nefrtc.com
(904) 306-7517

980 North Jefferson St., Jacksonville, FL 32209

Regional Multimodal Transportation Plan

PUBLIC HEARING NOTICE

**Thursday, December 8
5:30 – 7 p.m.
St. Johns County Auditorium
500 San Sebastian View, St. Augustine**

**Monday, December 12
6 p.m. – at start of BOCC meeting
Nassau County Commission Chambers
98135 Nassau Place, Yulee**

**Wednesday, December 14
4 – 5:30 p.m.
North Florida TPO Board Room
980 N. Jefferson Street, Jacksonville**

The Northeast Florida Regional Transportation Commission (RTC), serving Baker, Clay, Duval, Nassau, Putnam and St. Johns counties, has developed a Regional Multimodal Transportation Plan to address unmet regional transportation needs. The Plan features projects to enhance and coordinate transit services across the region. Bicycle and pedestrian trail, highway, freight and rail projects are also included.

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You can review the plan online at www.nefrtc.com.



www.nefrtc.com
(904) 306-7517

980 North Jefferson St., Jacksonville, FL 32209

Public participation is an important step in the development of the Regional Multimodal Transportation Plan. The Commission is holding public hearings in each member county to receive public comments prior to plan adoption. A printed copy is available for review at the Northeast Florida Regional Transportation Commission office, 980 North Jefferson Street, Jacksonville, FL 32209, 8 a.m. to 5 p.m., Monday through Friday. If you have any questions or comments, please contact Joe Stephenson, Executive Director at (904) 306-7517 or joestphenson@nefrtc.com.

Appendices

Regional Multimodal Transportation Plan
PUBLIC HEARING NOTICE

Tuesday, January 10
5:30 – 7 p.m.
Putnam County Commission Chambers
2506 Crill Avenue, Palatka

The Northeast Florida Regional Transportation Commission (RTC), serving Baker, Clay, Duval, Nassau, Putnam and St. Johns counties, has developed a Regional Multimodal Transportation Plan to address unmet regional transportation needs. The Plan features projects to enhance and coordinate transit services across the region. Bicycle and pedestrian trail, highway, freight and rail projects are also included.

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You can review the plan online at www.neftrc.com.

RTC NORTHEAST FLORIDA
REGIONAL
TRANSPORTATION
COMMISSION
www.neftrc.com
(904) 306-7517
980 North Jefferson St., Jacksonville, FL 32209

Regional Multimodal Transportation Plan
PUBLIC HEARING NOTICE

Thursday, March 23
5:30 – 7 p.m.
Clay County Administration Building
477 Houston Street, Green Cove Springs

The Northeast Florida Regional Transportation Commission (RTC), serving Baker, Clay, Duval, Nassau, Putnam and St. Johns counties, has developed a Regional Multimodal Transportation Plan to address unmet regional transportation needs. The Plan features projects to enhance and coordinate transit services across the region. Bicycle and pedestrian trail, highway, freight and rail projects are also included.

The Commission is holding public hearings in each member county to receive public comments prior to plan adoption. A printed copy is available for review at the Northeast Florida Regional Transportation Commission office, 980 North Jefferson Street, Jacksonville, FL 32209, 8 a.m. to 5 p.m., Monday through Friday. If you have any questions or comments, please contact Joe Stephenson, Executive Director at (904) 306-7517 or joestephenson@neftrc.com.

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RTC NORTHEAST FLORIDA
REGIONAL
TRANSPORTATION
COMMISSION
www.neftrc.com
(904) 306-7517
980 North Jefferson St., Jacksonville, FL 32209

Sign-In Sheets



Regional Multimodal Transportation Plan Public Hearing

| Name | Email |
|----------------|----------------------------------|
| Jeff Railey | Jrailey_11@yahoo.com |
| David G. Ryke | druhe@NEFLAM.NET |
| John Ryck | johndryka@comcast.net |
| Ed Baibic | ebaibic@cbuc2141.com |
| Ty Garrison | Garrison@bangbite.com |
| MIKE ALDERSON | MALDERSON374@YAHOO.COM |
| Glendon Patten | GWPATTEN@COMCAST.NET |
| Eric Kamm | ERICK@CIVICUS.COM |
| Stacie Harvey | stacie.harvey@bakercountyfl.org |
| Georn Crews | NTLCrews2003@yahoo.com |
| Jimmy Anderson | ander3164@icloud.com |
| James Bennett | James.Bennett@BakerCountyFL.org |
| Mark Buttry | markbuttry526@gmail.com |
| James A. Cobb | JAMES.COBBS@BAKERCOUNTYFL.ORG |
| Kennie Downing | kennie.downing@bakercountyfl.org |
| Sara Little | Sara.Little@bakercountyfl.org |
| Christy Lewis | ChristyLewis@bakercountyfl.org |

Location Baker



Regional Multimodal Transportation Plan Public Hearing

| Name | Email |
|-----------------|---------------------|
| Ed Clark | ELM@STJOHNS.COM.COM |
| Rachael Bennett | COG17DQED@gmail.com |
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Location St. Johns

Appendices



Regional Multimodal Transportation Plan Public Hearing

| Name | Email |
|--------------------|-----------------------------------|
| Eric Gutierrez | egutierrez @ FBNewslander.com |
| Justin Stankiewicz | jstankiewicz @ nassaucountyfl.com |
| Jon Cassera | jlcassera @ ctaw.com |
| Burbara Adams | the shrimp lady @ Outlook.com |
| Tom Pasitolo | FOXFLYER @ BellSouth.net |
| Anthony Stamp | AKStamp @ dchicken.com |



Regional Multimodal Transportation Plan Public Hearing

| Name | Email |
|---------------------|-------------------------------------|
| Marilyn Spicci | Marilyn Spicci @ BellSouth.com |
| MIKE P. HULL | APEagle32 @ AOL.com |
| Kathryn Whittington | KWhittington @ dirtlaw.co |
| Bob Bolan | BOLANBOB @ AOL.com |
| Laura Dibella | Laura @ NassauFlorida.com |
| Shanea Jones | sjones @ nassaucountyfl.com |
| Dan Malson | Dan @ MKC2012 - engineers.com |
| Shelley Streat | Shelley @ nassauflorida.com |
| Janet Anderson | janetanderson @ nassaucountyfla.org |
| Jane Deans | JDeans @ YAHOO.com |
| MIKE HAYS | mihays @ nassaucountyfla.org |
| Jack Healey | jack @ healey.com |
| SAEED KEAN | sk@kean.com |
| CHRIS KUH | ckuh @ greenpontelle.com |

Location: Nassau

Northeast Florida Regional Transportation Commission Public Hearing

| Name | Organization | Email |
|----------------|-----------------------|-----------------------------------|
| WATI BOWERS | ATKins | wiatibowers @ atkinsglobal.com |
| Carolyn Morgan | Clay County BCC | carolyn.morgan @ claycountyga.com |
| Alan Moxley | Jax Alliance | alan.moxley @ jaxalliance.com |
| Age Schröder | Stokes Creative Group | aschroder @ stokescg.com |

Location: Duval

Regional Multimodal Transportation Plan Public Hearing

| Name | Email |
|---|------------------------------|
| Tommy Stilwell | tommy.stilwell@putnam-fl.com |
| Liz Peak | liz@therideolution.org |
| Buddy Goddard | buddy.goddard@ |
| Bill Pickens | Bill Pickens Putnam-FL-Com |
| James Burton | JamesMichaelBurton@gmail.com |
| Rick Leary | Rick.Leary@putnam-fl.com |
| Rhonda Masters <small>St. Paul's Episcopal Church</small> | rhondamasters50@gmail.com |
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Location Palatka

Appendices

Comment Form

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www.nefrtc.com

Regional Multimodal Transportation Plan Public Hearing

Please share your comments:

| |
|---|
| <p> Proud to see the results. Great work. Great job. This is where I wanted to see it go Will be valuable in the future. </p> <p> Thought of the way to share the cost More people with it. </p> |
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Optional: To join our contact list and stay up to date on RTC events and projects, please provide the information below.

| | |
|---------|-----------------------------|
| Name | Jimmy Anderson - District 2 |
| Address | |
| Email | |

Please give your written comments to an RTC team member at the Hearing. You may also send them to joestephenson@nefrtc.com or:

Joe Stephenson, Executive Director
 Northeast Florida Regional Transportation Commission
 980 North Jefferson Street
 Jacksonville, FL 32209