



CITY OF CRESTVIEW

OFFICE OF THE CITY CLERK

P.O. DRAWER 1209, CRESTVIEW, FLORIDA 32536

Phone # (850) 682-1560 Fax # (850) 682-8077

May 29, 2018

**6:00 PM or at the conclusion of the Special Meeting
Council Chambers**

Workshop

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Open Policy making and legislative session**
4. **Approve agenda**
5. **Public Opportunity on Council proposition**
6. **Workshop Items**
 - a. Discussion of travel and per diem policy.
 - b. Discussion of Traffic Impact Fees and Alternatives
7. **Other items for Discussion**
8. **Comments from the Audience**
9. **Adjournment**

Those not listed on the regular agenda who wish to address the council should fill out a yellow card. The Card must be submitted to the City Clerk. Speaking time should be three minutes or less, large groups may designate a spokesperson. All remarks should be addressed to the Council as a whole and not to individual members. All meeting procedures are outlined in the Meeting Rules and Procedures brochure available outside the Chambers. If any person decides to appeal any decision made by the City Council with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The City Council of the City of Crestview, Florida does not discriminate upon the basis of any individual's disability status. Anyone requiring reasonable accommodation as provided for in the American With Disabilities Act to insure access to and participation in the meeting should contact the Office of the City Clerk at (850)682-1560 prior to the meeting to make appropriate arrangements.

***TRAVEL
AND
PER DIEM
POLICY***



CITY OF CRESTVIEW

Item # 6a

AGENDA ITEM

CITY COUNCIL MEETING DATE: May 29, 2018

TYPE OF AGENDA ITEM: Workshop Discussion

TO: Mayor; City Council; City Attorney

CC: Department Heads

FROM: City Clerk

DATE: May 29, 2018

SUBJECT: Travel Expenses

BACKGROUND: It has been requested that we revisit the Per Diem of the City for Travel.

DISCUSSION: In Checking with other cities, our Per diem for meals lines up very close with other Cities. Our current budget is \$6 for Breakfast, \$11 for Lunch and \$19 for dinner. Items that should be looked at are the mileage reimbursement and the budget for overnight stays (travel). Our Current Mileage is .50 and overnight hotel is \$60, if the travel calls for distance over 400 miles. The current Federal mileage rate is .545 After todays determination, we will bring back a resolution at the 6/11 Regular council meeting for approval.

What needs to be determined today is:

What changes do you want to the meal per diem?

What changes do you want to the guidelines for overnight stays (distance and price)?

What changes do you want to the mileage reimbursement, and what is the factor to be used, shortest distance, or requested distance?

1. TRAVEL EXPENSES AND REIMBURSEMENT

A City employees and elected officials shall be entitled to reimbursement for expenses they incur while performing travel in the conduct of official City business as prescribed in Section 112.061, F. S. with the exception of the rates and requirements specifically addressed in this policy.

B The use of privately owned vehicles (POV) for official travel in lieu of publicly owned vehicles or common carriers may be authorized by the mayor, council or department head. Travel by POV is limited to no more than 400 miles daily and overnight lodging allowance is estimated at \$60 per night. Actual costs above the \$50 limit may be reimbursed to the traveler upon return when the travel voucher is settled. The traveler shall be entitled to a POV mileage allowance at a fixed rate of .44.50 cents per mile. Official mileage estimates for advance travel pay will be provided by the Office of the City Clerk Reimbursement for expenditures related to the operation, maintenance, and ownership of a vehicle shall not be allowed when privately owned vehicles are used on public business and reimbursement is made pursuant to this paragraph.

(Res. No. 98-40, 08-24-98; Res. No 99-33, 08-23-99 Res. Na 06-06, 01-23-06)

C. Authorized meal amounts are shown below. Receipts are required only if requesting an amount in excess of the listed rate due to high-cost area travel or unusual circumstances, as approved by the City Clerk:

- Breakfast at \$6 when travel begins before 6 a.m. and extends beyond 8 a.m.
- Lunch at \$8 when travel begins before noon and extends beyond 2 p.m.
- Dinner at \$15 per day when travel begins before 6 p.m. and extends beyond 8 p.m.

NOTE: Receipts or written justification/certification are required when requesting reimbursements for all expenses other than meal rates listed above.

D. The travel form (FIN006) shall serve as a guide for completion of the actual travel form to request advance travel payment. Reference A within the sample requires identification data that is self-explanatory. Reference B consists of horizontal columns that depict the dates of travel; points of destination and return, purpose of travel, and local times of departure and arrival (use local time zones). Reference C provides space to record the title of event a person will attend and brief statement of the benefits the city will derive. Reference D contains data based on mileage and meals calculated as prescribed above. "Other

expenses" include toll, parking, taxi or shuttle fees, overnight lodging required when travel in one day exceeds 400 miles; etc. that are considered incidental expenses to normal travel. These expenses require receipts or written justification and will be reimbursed at time of travel settlement Reference E requires the traveler and approval signatures. Mayor, department head, council member or city clerk travel approval authority rests with the council president. The mayor will approve police chief, fire chief or council president travel while department heads approve employee travel.

- E. A completed travel voucher with actual times and odometer readings shall be turned into accounting, along with any required receipts, within three (3) work days after completion of travel.
- F. Advance payment for estimated mileage and meals is authorized. The traveler shall submit a travel voucher form, with estimated travel times, estimated meals. and signatures, to the Office of the Clerk no later than five (5) workdays prior to departure. Travelers should note that if actual reimbursable expenses after travel are less than those advanced, the traveler must reimburse the City within five (5) workdays. In the event an advance payment is made and the travel is cancelled, the traveler shall return the advance during the next workday.

RESOLUTION 10-02

A RESOLUTION OF THE CITY COUNCIL OF CRESTVIEW, FLORIDA AMENDING SUBSECTION OF SECTION 14.09 OF CHAPTER 14 OF THE CITY PERSONNEL MANUAL TO INCREASE THE ISSUANCE OF SUBSISTENCE FOR LUNCH FROM \$8 TO \$11 AND DINNER FROM \$15 TO \$19 WHILE TRAVELING ON OFFICIAL BUSINESS AS PER THE FLORIDA STATUTES; PROVIDING FOR DISTRIBUTION OF CHANGE 50 OF THE PERSONNEL MANUAL TO ALL DEPARTMENTS AND AGENCIES OF RECORD AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council has determined that it is in the best interest of the City to increase the subsistence allowance that pertains to personnel who travel on official business: and

WHEREAS, the City Personnel Manual needs to be amended to reflect such change.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CRESTVIEW, FLORIDA THAT:

1. Subsection C of Section 14.09 of Chapter 14 of the City Personnel Manual is hereby amended to read as follows:
 - C. Authorized meal amounts are shown below. Receipts are required only if requesting an amount in excess of the listed rate due to high-cost area travel or unusual circumstances, as approved by the City Clerk:
 - Breakfast at \$6 when travel begins before 6 a.m. and extends beyond 8 a.m.
 - Lunch at ~~\$8~~ \$11 when travel begins before noon and extends beyond 2 p.m.
 - Dinner at ~~\$15~~ \$19 per day when travel begins before 6 p.m. and extends beyond 8 p.m.
2. A copy of this change provided in this Resolution shall be distributed to all departments and agencies of the City.
3. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED IN REGULAR SESSION THIS 25th DAY OF JANUARY, 2010.

Attest:

ROBERT J. ALLEN, COUNCIL PRESIDENT

JANICE F. YOUNG, CITY CLERK

***TRAFFIC
IMPACT FEES
AND
ALTERNATIVES***

Memorandum
City Council Impact Fee Workshop
May 29, 2018

While researching elements for this Workshop, my examination of our current Impact Fee Ordinance, together with its supporting studies and memorandums, and the Florida Statute 163.3180 — Title Concurrency, provided me with a factual base of understanding of regulations, be it the existing City regulations or the regulations placed on the City by the State. Yes, there is an abundance of regulations, however, practical experience with the physical development, shows that they are not producing the desired results.

Since Okaloosa County has the same problems here in the north County area, I reached out to Okaloosa County Engineer Scott Bitterman to inquire how they are addressing traffic concurrency, the new and future development impacts and the on-going traffic congestion issue that we are experiencing within the City of Crestview. Mr. Bitterman explained to me the current County system and regulations, however, he also introduced me to the concept of a new “Mobility Fee”.

The Mobility Fee Program is a newer strategy developed to lessen the burden for developers by providing a more fair and equitable approach to pay for all traffic related improvements. These predetermined fees are designed to replace programs like Impact Fees and would be a one-time charge on new developments to pay for offsite transportation improvements that are necessitated by the new development.

Okaloosa County is currently reviewing and considering a type of Mobility Fee; if adopted, this could offer the City to do the same and therefore create a standardize approach to funding traffic improvements and providing future traffic concurrency.

Intrigued with the possibility of a more beneficial program, I discussed the matter in depth, with John Fielding, with Atkins Engineering, our current Traffic Consultant. Mr. Fielding agrees that it would be a great benefit if the City and County used the same program or system for meeting Traffic Concurrency. He also stated that the Mobility Fee Program has been much more accepted by developers due to the fact, that it is very flexible and not only does it offer benefits for vehicular traffic improvements, but includes all elements of mobility such as pedestrian traffic and bicycle traffic.

After these conversations, together with the factual data, coupled with my years of practical experience, it is my opinion that the City of Crestview should repeal the current Traffic Impact Fee Ordinance 1419 adopted January 26, 2009, and place its energy into the creation of a more development friendly Mobility Fee Type Ordinance for consideration and adoption.

The State of Florida no-longer requires the City of Crestview to maintain a Concurrency Management System for Traffic and Schools. However, we do require that the Level of Service Element for our City streets and roadways be maintained or remains consistent with our adopted policies.

I also recommend that until a new Mobility Fee type program can be adopted, that City Staff continues to use the Policies 8.A.1.3, 8.A.1.12 and specifically Policy 8.A.6.5, within the currently adopted City of Crestview Comprehensive Plan for continued use of mitigation which enables improvements to local roads and intersections when generated by new development.

Since the implementation of the moratorium of the Traffic Impact Fee, City Staff has been very successful using this approach to maintain the current level of service and meeting the required needed local improvements prompted by new development.

Below are some examples and a list of improvements accomplished through mitigation with new developers;

- Redstone Commons: Developer extended turn lanes on Redstone Ave. East and S.R. 85 intersection as required by the Traffic Impact Analysis.
- Publix At Northcrest: Developer in partnership with the City made significant contributions towards the new traffic signal at Commerce Dr. and S.R. 85.
- Fairfield Inn and Suites and Chick-Fir-A: The developers agreed to provide engineering and plans for widening and striping, extending turn lanes, new curbing, sidewalks, new asphalt and additional signage at the intersection of Mirage Ave. and S.R. 85 helping direct traffic to alternative paths away from the intersection.
- Eden Assisted Living: Developer agreed to provide the new striping work associated with the widening and extension of the turn lanes at Redstone West and S.R. 85 intersection.
- Alabata Medical Clinic: Owner/Developer in association with Eden, Alabata agreed to provide assistance with the materials cost of the widening project of Redstone West and S.R. 85.
- Iron Horse Town Homes Phase 2-4: Developer has agreed to extend turn lanes and provide widening of Redstone Ave. East at the S.R. 85 intersection.

It should be noted that these developments as part of their Traffic Impact Analysis and the associated improvements were reviewed by the City's Traffic Consultant Atkins North America, the comments provided by our Consultant were then used in formulating a response for each development.

The methodology used to determine proportionate share of cost is accomplished by dividing the number of peak hour trips created by each development into the estimated cost of the needed improvement created by the impact of the new development.

Wayne Steele

Steele, Wayne

From: Scott Bitterman <sbitterman@myokaloosa.com>
Sent: Wednesday, May 23, 2018 10:51 AM
To: Steele, Wayne
Cc: Elliot Kampert; Randall Woodruff; Jason Autrey; John Hofstad
Subject: Traffic Impacts

Wayne,

Thanks for sharing that the City of Crestview may drop its moratorium on assessing traffic impacts for developments.

Okaloosa County currently uses traffic concurrency to assess the impacts of developments. The link below is to chapter 4 (concurrency management) of our Land Development Code.

<http://www.co.okaloosa.fl.us/sites/default/files/doc/chapter4.pdf>

County staff would like to move from Traffic Concurrency to a Mobility Fee. This is due to the Florida Legislature dropping the requirement for concurrency in 2011 with many difficult requirements to retain concurrency. If the City chooses to implement concurrency, law dictates how it will function. State Statutes are pushing us towards a mobility fee instead of concurrency. Following is an excerpt from FS 163.3180 – Concurrency:

i) If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with the dual rational nexus test applicable to impact fees. An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

Mobility fees discourage sprawl and each development or redevelopment is assessed the mobility fee based on the amount of traffic generated and their location. The benefit for the government is flexibility for selecting improvements (based on TPO plan), a cookie-cutter fee which is easy to calculate and review, and more revenue for improvements. The benefit for developers is a known cost for traffic impacts. Hillsborough County is the latest County, that I know of, that has adopted a mobility fee. A link to their mobility fee page is below:

<http://www.hillsboroughcounty.org/en/businesses/permits-and-records/permit-fees/mobility-fees>

Let's keep in touch and see if we can work towards a mobility fee that is identical for the County and Crestview (and any other municipality that wants to join). I have requested funding for a Mobility study in the next budget cycle. I don't have gauge if it will be approved or not.

Hope this helps your traffic policy development for the City,

Scott

CHAPTER 8

TRANSPORTATION ELEMENT

Section 8.01 Purpose: The purpose of this Chapter (element) is to establish the desired and projected transportation system within Crestview and to plan for future motorized and non-motorized traffic circulation systems. Future traffic circulation systems are supported by the goals, objectives and policies of this element and are depicted on the Traffic Circulation Map (Figure 8-1) which is incorporated herein by reference.

Section 8.02 Data and Analysis: This Chapter (element) is based upon data and analysis requirements pursuant to the rules in effect when the Plan was adopted and amended (reference Sections 5.03, 5.06 and 5.07 of this Ordinance and Chapter 5 of the Foundation Documents).

Section 8.03 Mass Transit, Aviation and Deep-Water Ports: Not applicable. There is no mass transit system within the City of Crestview nor is one planned during the planning period. Similarly, there are no airports or deep-water ports located within the City. Therefore, there are no goals, objectives or policies relating to these issues within this plan.

Section 8.04 Goals, Objectives and Policies: The Goals, Objectives and Policies of this element are as follows:

Goal 8.A - Provide a safe, cost effective and functional roadway and transportation system for all residents and visitors to the City of Crestview.

Objective 8.A.1 - Continually provide for safe, convenient, efficient and cost effective motorized and non-motorized traffic circulation within the City upon adoption of this Ordinance.

Policy 8.A.1.1 - The City hereby adopts level of service C as the minimum operating level of service for local roads within the City.

Policy 8.A.1.2 - All new developments, including but not limited to, planned unit developments, shopping centers, multi-family residential projects and other projects with internal circulation and parking needs shall be required to provide safe and convenient on-site traffic flow, labor intensive transportation facilities and sufficient vehicular parking to accommodate the needs of the development. Where Feasible, development shall be required to provide shared/cross access and/or cross access easements to reduce the need for use of the external roadway system and to minimize access points and turning movements. Said provisions shall be delineated within the Land Development Code (reference Policy 7.A.1.1).

Policy 8.A.1.3 - All new road construction projects within the City shall accommodate labor intensive transportation. Such accommodation may include the installation of signage, striping of roadways, installation of sidewalks, widening of shoulders, installation of sidewalk ramps at intersections, and the like.

Policy 8.A.1.4 - The LDC shall address the control of connections and access points of driveways to arterials and collector roads to facilitate safe and efficient access. Regulations shall be included within the LDC to control the distance between new access points consistent with Florida Statutes and FDOT Guidelines. In addition, the subdivision of lands along state roads shall be allowed only if access to the resulting parcels would not require a variance from FDOT access standards or if shared access easements and/or service roads are included on the recorded plat thereby abiding by the FDOT access standards to state roads.

Policy 8.A.1.5 - Coordinated access routes (service roads) shall be encouraged, or required, for developments adjacent to major roadways within the City.

Policy 8.A.1.6 - The LDC shall contain regulations which provide for all future developments to pay all costs and construct all roads within the development to City standards so that the roads, upon construction, may be accepted into the City's road system (reference Objective 14.A.4).

Policy 8.A.1.7 - The City shall prioritize its maintenance and reconstruction activities pursuant to Policy 14.A.1.3 together with any cost/benefit analysis, traffic safety analysis and analysis of the physical conditions of the various roadways within the City. Said analyses may be performed by the City or others. If performed by others the manner and methods of analyses must be approved by the City.

Policy 8.A.1.8 - The City will continue its efforts to develop a two-lane circumferential route around the City. The route shall follow existing rights-of-way whenever possible. The first priority in developing this route will be in the northern sector of the City so as to provide additional ground transportation to Bob Sikes Airport. In addition, this route, upon completion, will provide relief for the S.R. 85 - U.S. 90 intersection.

Policy 8.A.1.9 - In cooperation with the TPO, participate in the development of the "Five Year Transit Development Plan" with emphasis on the establishment of numerical indicators against which the mobility goals of the City can be measured, such as modal split, annual transit trips and automobile occupancy rates.

Policy 8.A.1.10 - Continue to support the Okaloosa County Coordinated Transportation Program, the WFRPC's Park and Ride program, and the County's "WAVE" public transit system. Also, the City will continue its active participation with the MPO and the development of its Congestion Management System Plan in order to increase use of alternatives to single occupancy vehicles, alter trip patterns and improve traffic flow, among other things.

Policy 8.A.1.11 - Participate in the implementation of the F.W.B. Urbanized Area TPO Plan strategies to facilitate local traffic use of alternatives to the Florida Intrastate Highway System to protect its interregional and intrastate functions and direct through traffic onto principal arterials (SR 85, U.S. 90 and I-10) and away from local streets.

Policy 8.A.1.12 – Applicants for development approval for projects with impacts to any road

improvement project listed in Table 14-1-T may be required to:

- a. Construct all or part, depending on the level of impact, of a listed improvement; or
- b. Improve an existing road if listed or deemed necessary during the development review process; or
- c. Contribute impact fees toward one of more of the listed improvements.

Objective 8.A.2 - Maintain the design function of roadways for present and future residents upon adoption of this Ordinance.

Policy 8.A.2.1 - The minimum acceptable level of service standard for roadways on the Strategic Intermodal System (SIS), the Florida Intrastate Highway System, and those funded under the Transportation Regional Incentive Program, shall be in accordance with the Statewide Minimum Level of Service Standards for the State Highway System published in Rule 14-94 of the Florida Administrative Code as existing on May 27, 2008, or the rule variance issued by the FDOT in DOT CASE NO. 08-010, Final Order granting variance dated April 21, 2008.

The peak hour (100th highest hour) LOS standards for collector and arterial roads within the City are hereby adopted as follows:

- a. SR 85 Long Term Transportation Concurrency Management System - SIS portion from south City limits to I-10

LOS C (temporary LOS D pursuant to Variance)

From I-10 to Redstone	- LOS D
From Duggan/Aplin to US 90 (SR 10)	- LOS D
- b. SR 85 from Redstone to Duggan/Aplin - LOS E
- c. SR 85 from US 90 (SR 10) to City limits (north) - LOS D
- d. SR 10 from City limits (west) to SR 85 - LOS D
- e. SR 10 (US 90) from SR 85 to City limits (east) - LOS D
- f. SR 8 (I-10) from City limits (west)

- to SR 85 - LOS C
- g. SR 8 (I-10) from SR 85
to City limits (east) - LOS C
- h. All collector roads - LOS D

The LOS standards adopted herein were established by the City in cooperation with the Florida DOT, the Okaloosa Walton TPO and Okaloosa County.

Policy 8.A.2.2 – The City shall continue to use funds from various sources so as to complete the improvements listed in Table 14-1-T, thereby providing relief to SR-85.

Policy 8.A.2.3 - The City shall continue its practice of reconstructing or resurfacing local streets on an annual basis (reference Table 14-1).

Policy 8.A.2.4 – In addition to the improvements referenced in Policy 8.A.2.2, impact fees collected by the City may be used toward the completion of a comprehensive long-range transportation plan, implementation of any express transit service between Crestview and Eglin AFB, and for funding short term improvements to relieve congested facilities.

Policy 8.A.2.5 - In order to generate sufficient funds to make needed roadway improvements (see Table 14-1-T), the City shall develop a fair and equitable roadway impact fee to be imposed on all new development or redevelopment activities, except such fees shall not be imposed on the construction on a single-family lot existing prior to the effective date of the fee (April 26, 2009). The amount and implementation of the fees shall be guided by the 2008 Impact Fee Study (data and analysis) conducted by the City, with professional assistance from Moore Bass Consulting, and consistent with Florida Law. Periodic adjustments or the fee schedule are anticipated to address changed conditions or circumstances, which adjustments, if any, shall only become effective upon approval by the City Council.

Policy 8.A.2.6 - The City will include right-of-way protection provisions within the LDC (reference Policy 7.A.1.1).

Objective 8.A.3 - Coordinate the traffic circulation system with the future land uses shown on the Future Land Use Map (Figures 7-1) upon adoption of this Ordinance.

Policy 8.A.3.1 - All land use decisions shall be consistent with the adopted Future Land Use Map series and the Traffic Circulation Map (Figure 8-1).

Policy 8.A.3.2 - The City shall continue its practice of providing or requiring the provision of labor intensive transportation systems to link residential areas with recreational and commercial areas in a safe manner (reference Policies 8.A.1.2 and 8.A.1.3).

Policy 8.A.3.3 - The committee appointed pursuant to Policy 14.A.2.6 annually shall evaluate

City traffic volumes and system demands in order to monitor and identify impacts of new growth. The committee's report shall be submitted to the LPA and City Council pursuant to Section 14.06 of this Ordinance.

Objective 8.A.4 - Coordinate the City's decision-making process with the plans and programs of the Florida DOT and the Fort Walton Beach TPO upon adoption of this Ordinance (reference Section 17.01).

Policy 8.A.4.1 - The City will review the activities of the Florida DOT and continue its participation with Fort Walton Beach TPO and shall participate in the preparation of the cost feasible plan as it affects Crestview.

Policy 8.A.4.2 - The City will participate in, review, and monitor, the annual updates of the five (5) year construction plan (FDOT) as prepared by the Fort Walton Beach TPO so as to ensure that activities of the City and the construction plan are consistent.

Objective 8.A.5 - The City shall provide for the protection of existing and future rights-of-way from building encroachment within the Land Development Code (reference Policy 7.A.1.1).

Policy 8.A.5.1 - The City shall continue to enforce Chapter 102 of the City Code (the Zoning Ordinance) and include said Ordinance within the LDC (reference Policies 7.A.1.1, 7.A.1.2 and 7.A.7.2). Note: The Zoning Ordinance provides adequate setbacks along all area roadways, including state highways, so that existing rights-of-way are protected from building encroachment.

Objective 8.A.6 – The City shall continually take steps and actions designed to relieve congestion on area roadways, especially SR 85.

Policy 8.A.6.1 – In cooperation with the FDOT, TPO and Okaloosa County, the City will establish a multi-modal transportation district (MMTD) by July 1, 2009. Any modifications to this Plan necessary to implement the MMTD shall be made prior to December, 2009. Such modifications will include the delineation of the District on the Future Land Use Maps and Future Traffic Circulation Maps.

Policy 8.A.6.2 – Among other things, the MMTD will include improvements and modifications to the Okaloosa County “WAVE” public transit system by placing transit facilities within an appropriate radius from residential development, especially medium density and high-density areas and the downtown area. The timing and headways of transit service will be recommended for modification to best serve the commuting population.

Policy 8.A.6.3 – The City will work with the FDOT, TPO, Okaloosa County and Eglin AFB to create opportunities for workforce commuter service, including, but not limited to, the identification of additional feasible park and ride locations and encouraging or requiring new development to promote the use of the commuter services (which may include park and ride locations or transit stops as part of the development).

Policy 8.A.6.4 – Promotion of any commuter services shall be a priority and toward that end, the City may provide for private sector subsidies to defray the costs associated with such promotion. Among other techniques, the City may allow advertising at or on transit stops, park and ride locations and use of such in promotional brochures promoting the private sector business or interests. The City may appropriate public funds for promotion of commuter service if private funds are deemed insufficient.

Policy 8.A.6.5 – The City will continually coordinate with the FDOT and Okaloosa County to accomplish short term improvements to area roadways. At least annually, the City shall identify areas for improvement, including but not limited to, the adequacy of stacking and turn lanes (location and length), use of traffic circles at strategic locations, signal timing, median openings or closures, service roads and cross connections. The committee appointed pursuant to Section 14.06 shall include in its annual reports recommendations to accomplish any improvement so identified. Such recommendation(s) shall be provided to the appropriate agency for action or consideration upon approval of the recommendation by the LPA and City Council. Funds generated by new development may be used to further the intents of this policy or to affect the identified improvement(s).