Northeast Florida Regional Council

STRATEGIC DIRECTIONS

The Northeast Florida Strategic Regional Policy Plan Update

As Approved by the

Northeast Florida Regional Council

on December 5, 2013

TABLE OF CONTENTS

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First Coast Vision

is incorporated herein

pursuant to

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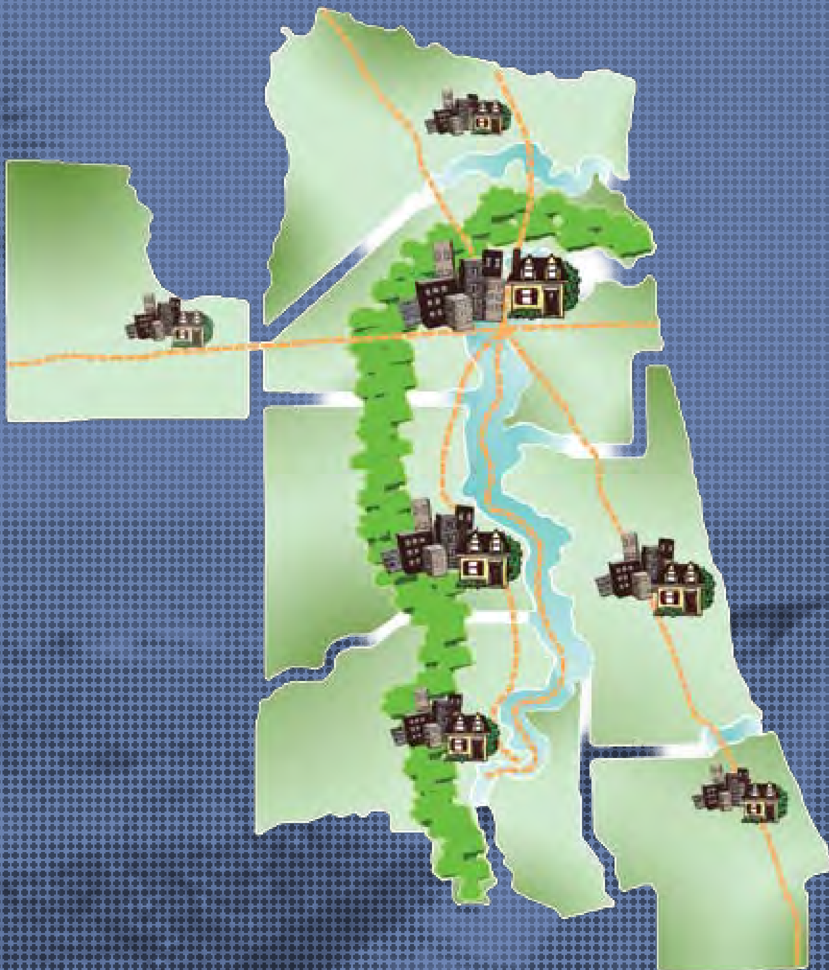
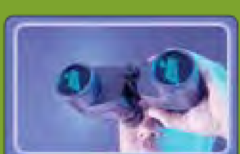




First Coast Vision

October 2011

THE REGIONAL COMMUNITY INSTITUTE OF NORTHEAST FLORIDA, INC.

Table of Contents

Cover image created by

Urban Land Institute North Florida

A call to action

Northeast Floridians live and compete in a global economy. In this economy, regions will provide the reservoir of resources needed to be competitive. Regions are large enough to provide the resources needed by successful businesses; small enough to allow public and private sectors to develop solid working relationships on a shared identity built on common concerns and opportunities. Almost all of Florida's quality of life challenges, including transportation, land use, conservation and human health, are regional in scale. The issues are too large and complex to be resolved by localities acting on their own.

Northeast Florida's successful Reality Check program poured the foundation for over 300 regional leaders to develop a consensus for greater regional thinking, cooperation, and problem solving.

The Northeast Florida Regional Council asked the Regional Community Institute to build on Reality Check and develop a vision that would provide an aspiration guidepost for growth, economic development, and human health for our region spanning the next 50 years.

The Regional Community Institute is proud and pleased to present First Coast Vision to the Northeast Florida community and to the Regional Council for consideration as it reviews and revises its Strategic Regional Policy Plan.

A vision is not a plan. A vision is a collection of goals and objectives that reflect the choices and values of citizens as to how they want to live. Implementation of the vision ultimately is the job of elected officials, regional organizations, non-profits, and businesses spurred by regional champions.

First Coast Vision is the product of numerous community meetings, workshops and brainstorms, and reflects the thoughts of thousands of First Coast residents. The Regional Community Institute Board merits special recognition. A very special thank you goes to Margo Moehring, the Institute's Executive Director, and to Brian Teeple, the Regional Council's CEO.

On behalf of RCI, we invite you to join us as we begin to implement the vision and continue to refine our collective goals for the future of Northeast Florida. We invite you to become a regional champion.

Sincerely,

Bob Rhodes

Bob Rhodes

October 1, 2011

Why First Coast Vision?

The American Heritage Dictionary defines vision, in part, as

- **Unusual competence in discernment or perception, intelligent foresight**
- **The manner in which one sees or conceives of something**

The First Coast in Northeast Florida, like all of Florida, is at a crossroads. We can grow as we have been growing, and address the consequences of growth after the fact. Congested roads, urban sprawl, infrastructure needs, and environmental concerns are all issues that will need to be addressed if this path is taken. Alternatively, we can develop a vision for the region that will consider current trends and alternative scenarios for future growth, allowing us to choose the path of the region's growth. This kind of intelligent foresight will permit us to conceive of our own future and give us the steps we may take to make it happen - rather than let the future happen to us.

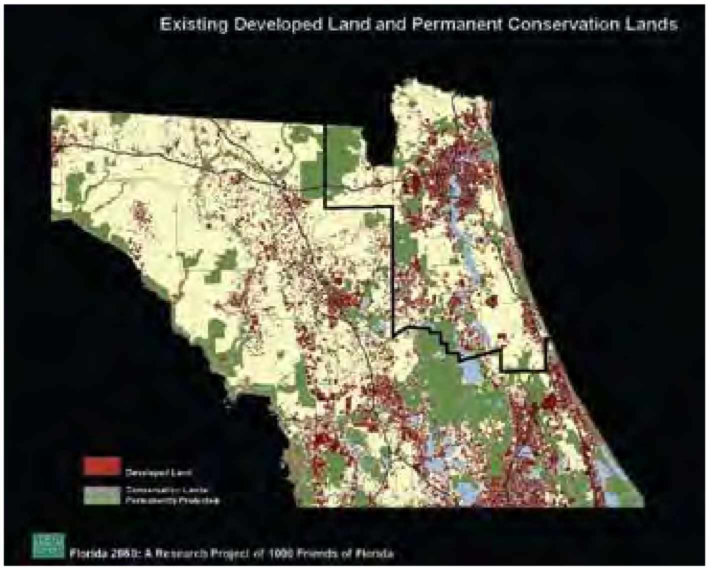
Visions are not regulatory, but outline a future we can aspire to, and help us to measure our success.

What is First Coast Vision?

Regional leaders in the First Coast recognized that visioning was needed in the region, and First Coast Vision was born. The Northeast Florida Regional Council (NEFRC) created the not-for-profit Regional Community Institute of Northeast Florida, Inc. (RCI) for the purpose of determining the current State of the Region and establishing a vision for growth and development in the seven county region for the next fifty years. RCI began efforts with the assumption that the region would grow by 1.6 million people (more than double the 2005 population) and at least 650,000 jobs. We used data from a May 2007 study created by a partnership of 1000 Friends of Florida, the University of Florida, the University of Central Florida, and the University of Pennsylvania called "An Alternative Future, Florida in the 21st Century 2020 2040 2060" to establish the current trend. While our visioning efforts make clear that the assumptions used in "An Alternative Future" and those used to estimate population growth in First Coast Vision are simply estimates and should not be used to make infrastructure decisions, they are helpful in visualizing what our region might look like if our population doubles.

Why First Coast Vision?

The images from “An Alternative Future” speak for themselves.



The 2060 trend image on the right highlights three of the components of visioning that cross local government boundaries and are intrinsically regional: conservation, land use, and transportation. These issues are inherently regional and can best be addressed by meaningful state, regional and local cooperation and coordination. Our region is worth the effort to choose its future.

Ever since the world became connected and mobile enough that people and businesses no longer decide to move to a town or city, but to a region, regional visioning has become more prevalent. In fact, regions that began visioning years ago, often precipitated by a perception of risk of loss of competitiveness or quality of life, are starting to see the benefits of their intelligent foresight. You only need to look to regions such as Central Texas or the Research Triangle in North Carolina, or States like Utah, to see that choosing the future can focus a region on economic growth. Jim Sellen, a planner who has been heavily involved in regional visioning efforts throughout the state of Florida, told a First Coast Vision Town Hall meeting audience that visions can become self-fulfilling prophesies. If they make the connection to economic development and excite the larger community into sharing the vision, citizens will own the vision and make it happen.

A vision is an opportunity to stand back and think about how a region could be in the future. It is an opportunity to think about how we want to live, and how we want our children to live. It includes measures, to help us assess our progress at achieving our vision. It does not have to be constrained by today’s funding or regulatory realities, because it is a vision. Those who believe in visioning believe we have the power to change those things that could keep our region from becoming what we want it to be.

A vision is not a document that requires change, it can only inspire it. It provides a vision for how our region might function in the future, and we hope there will be much consensus in the region around the need to change and the principles that should guide this change. If we have found the right vision for our future for the next 50 years, it will become the self-fulfilling prophesy that Mr. Sellen describes. It will require us to measure our success and when our results indicate a change in direction is needed, we must have the courage and intelligent foresight to adapt.

First Coast Vision: How did we get here?

The Regional Community Institute (RCI)

Our organization is made up of members of the NEFRC Board and over 100 leaders who have graduated since 2005 from the Northeast Florida Regional Leadership Academy. RCI undertakes policy initiatives at the request of the NEFRC. To coordinate regional visioning, one of the first steps we took was to partner with NEFRC, the Urban Land Institute, the St. Johns Water Management District, the North Florida Transportation Planning Organization, the Cornerstone Regional Development Partnership, the St. Johns River Alliance, and the University of North Florida.

Reality Check First Coast and Region First 2060

Regional visioning efforts kicked off with Reality Check First Coast in May 2009. 300 leaders came together at that exercise and rejected the status quo. They created six Guiding Principles, recommended to guide how we develop and grow for the next 50 years, and four Growth Patterns, that could describe the way that we grow. Since Reality Check, the Lego® brick and yarn visioning exercise has been repeated in each of the seven counties of the region (County Checks), as well as in two youth-only forums (Generation Check and Generation Check 2011).

Region First 2060, the partnership that put on Reality Check First Coast, is committed to implementing the Guiding Principles, while RCI has been committed to creating First Coast Vision. These are complementary efforts.

First Coast Vision

Our mission is the creation of First Coast Vision, a vision for growth and development in the seven county region for the next fifty years, and measuring success once the vision is complete. Using data from Reality Check First Coast and other sources, RCI committees worked during 2010 on recommending what to measure and the goals and objectives for a 2060 vision. These goals, objectives and measures are important work products of the visioning process, and are included in the resource library at www.firstcoastvision.com.

The Importance of Public Input

Getting the input of as many residents of the region as possible is important to us and to creating a First Coast Vision that we all can believe in. RCI has been surveying the public on their opinions about regional issues and visioning since 2009. The draft goals and objectives for the vision were released for public input in late January, 2011. First Coast Vision Town Hall meetings were held during February and March, 2011 in each of the seven counties in the region to gather public input on the goals and objectives and to poll the public on their preferred growth pattern.

Preferred Growth Pattern

Four regional growth patterns (Multiple Growth Centers, Urban Compact, Corridor, Dispersed) were created at Reality Check First Coast, the seven County Checks, and the two Generation Check exercises. These growth patterns were the subject of a public growth pattern preference survey, taken by over 1,300 participants in 2010 and 2011 at public presentations or on-line. 96% of respondents rejected the 2060 trend growth pattern depicted on page 5. 40% preferred the Multiple Growth Center pattern, 24% preferred the Urban Compact pattern and 23% preferred the Corridor pattern. These preferences were used to create the First Coast Vision images. The images of the preferred growth pattern shown on the cover and page 7 depict a region in 2060 that has located new jobs and housing in existing centers, grown along transportation corridors, added jobs to all counties, and preserved an extensive network of open spaces, all with an emphasis on connecting these assets to minimize public investment and maximize the choices our region provides to its residents and businesses.

What could the First Coast look like?

We sponsored a design competition to create an image to illustrate First Coast Vision. The image was formed by the preferred growth pattern, the goals and objectives of First Coast Vision, the results of public input, and the creative minds of the designers. One version of the image adorns the cover of First Coast Vision, the other appears below. First Coast Vision offers these images as a way to picture the First Coast in 2060, but local governments will ultimately decide where growth will go.

Image created by:
RS&H
IMPROVING YOUR WORLD

How will we know if we are successful?

Our measures will help us track how our region is doing at accomplishing our goals.

What could the First Coast be like?

Our Vision for Prosperity

Northeast Florida has assets that many regions would envy, including deep water ports, intersecting interstate highways, viable agriculture, and a breathtaking natural environment. We reject the traditional mindset that keeping these assets to ourselves will preserve our quality of life. Instead, we celebrate our assets, invest in and capitalize on them, and preserve our natural environment because we recognize its value.

Northeast Florida capitalizes on its deep water ports, airports and rail/roadway connections to the nation through the continued improvement and expansion of infrastructure, including centralized systems for water, sewer, fiber optics (high speed internet), electric and natural gas distribution, and alternative and renewable energy.

Job centers are dispersed throughout the region, ensuring that each person has an opportunity for employment within proximity to where they live. Through its multi-modal transportation framework, the region recognizes and encourages the link between transportation, access to employment, and economic development.

Agriculture and working waterfront are two of the clear assets of the region and part of its identity, and we protect and nurture them, recognizing that loss of their viability would be a loss for the entire region.

The health care sector is a key component of Northeast Florida's economic base. In addition to hospitals, clinics, doctor's offices and other health sector facilities that serve Northeast Florida residents, the region has attracted and retained nationally recognized research and learning hospitals and medical technology industries as a result of its first-tier colleges and universities and positive business climate.

Leadership and public policy enable a vibrant, diverse and competitive environment to flourish. This environment is safe and predictable, both as a place to live and as a business investment.

Our region nurtures small business, is home to many large businesses, and is one of the most attractive regions for Fortune 500 company headquarters.

Partnerships extend beyond our region to make us competitive on both a national and international level.

If technology can help us to improve quality of life in the region, we embrace it.

Princess Place Preserve

What could the First Coast be like?

Our Vision for Community

Our region will grow and develop in a pattern that allows for agricultural, rural, suburban, and urban lifestyles. New and existing growth centers will cluster in areas supported by local governments and will include jobs, amenities and housing close to each other, and provide transportation options to connect people to centers and centers to each other. New and improved communities will be designed to meet the needs of people at all stages of life and to encourage health and access to the resources of the region. Our region is healthy, because our people have a healthy lifestyle and have access to quality health services.

Our communities are designed, and our older communities are retrofitted as they evolve, to be walkable, to include a mix of uses, and to provide mobility options, so that residents can easily choose safe and healthy ways to get around.

Green Cove Springs

A range of housing choices is available, affordable and works for all our residents.

Communities are built with the needs of a lifetime in mind, so that the First Coast is a desirable region to grow up, to learn, to work and to play, and to age in happiness and health. We recognize the importance of large developments to help us to achieve our vision. We partner with those who create such developments so that their dreams are incorporated into the region's fabric as they are planned, built, occupied, and become part of our community.

Northeast Florida leadership recognizes that transportation efficiency and costs are an important element in housing affordability. A regional transit system provides affordable transportation options for the region's residents, while an emphasis on mixed-use communities with a balance of housing and job-generating land uses reduces the need for long commutes and provides for neighborhood supporting services.

Well designed communities promote active lifestyles and physical activity, which in turn reduce chronic disease and poor health outcomes. Parks are located within walking distance of most of our residents, and we consider this goal as we locate new parks and new residential development.

What could the First Coast be like?

Our Vision for Resiliency

Planning for the safety and health of our residents is a first consideration. This includes ensuring that our residents are safe in their daily lives and that they can withstand emergencies, including those where evacuation and sheltering are required. It also includes establishing resiliency in the built environment, so that buildings and infrastructure can weather storms and emergencies. We are committed to determining the impact of climate change in the region, mitigating for impacts if we project them, and adapting if required.

Our region will be one where our citizens feel safe in their neighborhoods. This perception of safety translates into vibrant communities with residents who interact with each other and spend time outdoors engaged in a variety of recreational pursuits.

Our communities and buildings are resilient, safe, and free from environmental hazards that can be detrimental to health.

A safe transportation network gives pedestrians and bicyclists equal priority with motor vehicles. Roadways are designed to minimize conflicts between motor vehicles and bicycles or pedestrians, therefore resulting in safe travels regardless of transportation mode.

Our region is prepared to respond to and recover from the impacts of all hazards.

Our population is educated about their vulnerability to emergencies and their best options in the event of an emergency, with communication methods that are efficient and effective.

Once we have determined the impact of climate change on Northeast Florida, we will determine which of our assets (people and built environment) are vulnerable, establish a plan so that we know what actions to take to address the impacts of climate change, if any, and mitigate the impacts whenever we can. If we identify impacts, we will take climate change adaptation into account in all planning, design, and infrastructure investment decisions made in the region.

Our region has reached a balance by mitigating for the effects of climate change on sea level rise that have been observed as well as planning for adaptation to future effects.

Our region does its full part to maintain a familiar climate.

American Beach

What could the First Coast be like?

Our Vision for People

We seek to eliminate achievement gaps and provide equity of opportunity, so all of the people in Northeast Florida have access to jobs and can build wealth as the region prospers. We recognize that transportation and housing costs must be considered when families pursue prosperity, and we consider how our residents will efficiently and affordably get to jobs when we locate job growth. We pursue diversity and inclusion as we locate housing and create and strengthen neighborhoods, so that all residents have multiple options on where to live and what lifestyle to choose.

Ravine State Gardens

A robust economy serves the needs of residents with jobs that pay well and provide a full range of benefits. This economic well-being translates into a population with positive emotional and physical outcomes that result in increased productivity.

There is access in all neighborhoods to physical activity, which is a key component for reduction of chronic disease and poor health outcomes.

The region provides good access to quality health care and health-supportive services, including mental health services, regardless of location or socioeconomic status. A regional multi-modal transportation network ensures physical access to services, while a robust network of social services ensures meaningful access.

Our region provides viable lifestyle choices to all, including agricultural, rural, suburban and urban.

All of our residents have access to a first-tier education system at all levels throughout the region with curriculum that is oriented towards both current and future business and industry needs and lifelong learning.

A regional transportation network provides opportunities for residents without a car to travel to a wide range of employment.

Mixed-use communities integrate residential and employment-generating land uses to reduce the need to travel great distances for work.

A diversity of residents live in centers which offer a diversity of jobs, schools, homes, civic, cultural and faith-based uses, recreation, services and amenities.

Our communities provide housing choices for residents at all income levels, and do not force concentrations of poverty.

What could the First Coast be like?

Our Vision for Nature

Nowhere are our assets more obvious than in our natural environment and we embrace the challenge of ensuring that they are protected for the long term.

We maximize water conservation by domestic, agricultural, industrial, and commercial users. We will eliminate the use of potable water as an irrigation source and encourage the widespread use of “Florida Friendly” landscaping requirements, so that demand on the Floridan aquifer and nutrient pollution in waterways are both reduced.

Leaders and residents of the region understand the concept of green infrastructure, an inter-connected system of natural lands and built infrastructure, undeveloped lands, natural resource areas, recreational lands, and working lands, and value it. They recognize that the integrity of eco-systems is as valuable to the region as economic growth, and they insist that best practices, technologies, and tools to balance these priorities are used by all communities in the region.

All water bodies meet water quality standards. The St. Johns River is considered in every land use decision made in the region. As a highly visible resource that helps to define the region, our local governments and government agencies ensure that decision makers are provided with sufficient data to determine whether the river will be impacted: positively, negatively, or not at all by their actions.

A permanent, extensive, and connected system of publicly accessible natural lands includes greenways and trails and other recreational opportunities that promote physical activity.   Exercise is routine in the region, and its impact is felt in the trend towards improving health of our residents, including reducing rates of chronic diseases.

Our region maintains good air quality by keeping carbon emissions low as a result of improvements to the transportation network and more efficient energy use by consumers of energy. A regional transit system, transit-oriented development and more compact development patterns, including redevelopment along transit corridors, results in reduced vehicle miles traveled and reduced regional carbon footprint.

John M. Bethea State Forest in Baker County

What could the First Coast be like?

Our Vision for Mobility

We link land use with resources and mobility. We provide mobility choices to our residents and businesses. We fund mobility and maintain capacity. We provide medical and general mobility to all our residents, including the transportation disadvantaged.

The region has an efficient regional transportation network and incorporates coordination of land uses and transportation efforts to support the higher density areas of the region which are oriented towards transit.

Land use and transportation policies incentivize development types that allow for mobility choices.

High per capita transit ridership steadily reduces car and fossil fuel dependency.

Centers of population and jobs are well-connected to limit commute times for most residents and provide opportunities for all residents of the region to work if they choose.

Dames Point Bridge

Local governments and stakeholders of the region coordinate funding efforts to maximize efficiencies that allow for mobility choices for residents of the region. This includes collaboration on maintenance and operation of a regional transportation system that serves the suburban and urban parts of the region, with ways for rural residents to connect.

Transportation funding in the region is reliable, equitable, efficient and affordable.

A safe, efficient, well funded, and well maintained regional road network meets the requirements of population and economic growth and meets the challenges of transition away from fossil fuels to alternative energy. The road network is designed and maintained to be complementary to the regional transit network, and to all modes of transport and travel, including safe walking and biking.

Affordable mobility options other than the private car are available for all of our residents that do not own a car. Transit is affordable and provides service that is safe, reliable, and convenient to all people at all stages of life.

Where do we go from here?

The Regional Community Institute is providing First Coast Vision to the Northeast Florida Regional Council to inform dialogue on the future of Northeast Florida and the update to the Strategic Regional Policy Plan. We are including a set of metrics to establish a baseline and to measure our success, and the detailed goals and objectives drafted by our experts and vetted by the public. We stand ready to participate in the following action items at the request of the Regional Council, and we welcome a future where we are all part of a movement to achieve our vision.

Action Items

Gather data from across the region and assemble a Regional Atlas. This will be a series of images, lists and maps that identify environmentally sensitive lands, built and planned major roadways, commercial and industrial lands, military bases, residential lands, and other land uses. The vulnerability maps and green infrastructure maps noted below will be part of the Atlas. Local governments can use the Regional Atlas as a guide to coordinate planning efforts, prioritize public expenditures and facilitate economic development.

Create a set of vulnerability maps for the region. Bring together leadership and experts from the region to determine climate change impact, and, if indicated, mitigation and adaptation plans.

Convene leadership and experts in the region to develop the Regional Green Infrastructure, an interconnected system of natural and built infrastructure, undeveloped lands, natural resource areas, recreational lands, and working lands.

Assemble leadership and experts in the region to study and review the feasibility of a Regional Housing Assistance Mechanism to transition the region to an all voucher system, and away from government-owned or subsidized public housing. This will not apply to senior or special needs housing. This group will also propose a housing review methodology for significant developments to NEFRC.

Foster the relationships developed through the visioning process with partners who support the health of our region. This includes measuring outcomes related to growth management planning by including health metrics, ensuring that organizations that support a healthy region are always at the table when vision implementation is discussed, and considering the impact of decisions impacting the future of our region on the health of those who live and work in Northeast Florida.

Bridge of Lions

Work with the Regional Transportation Study Commission to create and implement an efficient Multi-modal Transportation Framework to move people and goods, and support the infrastructure investments needed to make it work.

Participate in initiatives that convene regional leadership and build on the relationships that have been developed during the visioning process. Our local governments must decide how First Coast Vision can be incorporated into their communities. Provide education, support and encouragement to help them as they consider their futures.

Who is responsible?

We all have a role in the future of the First Coast. The Northeast Florida Regional Council will choose and coordinate the action steps. They will pursue funding to address the action steps and to use the policy work accomplished by First Coast Vision to create a Strategic Regional Policy Plan that is accepted by the region as the guideline to achieve our vision for the future. They will ask RCI to undertake policy initiatives as needed. If funding is not obtained, NEFRC will use the same approach that RCI has used since its inception: good ideas come from our residents, and our residents are best able to see them achieved. The volunteer network established during Reality Check First Coast and continued through First Coast Vision has never been stronger, and as we change our focus to include education, can only get larger.

As the band Timbuk3 sang in 1986, “The future’s so bright, we’ve got to wear shades!”

Who are we?

RCI Board Members:

As of September, 2011, the following regional leaders serve on the RCI Board:

- Mr. Bob Rhodes, Foley & Lardner LLP, Chair
- Mr. Michael Boyle, Vice Chair
- Ms. Linda Myers, CPA, Partner, Myers Resources, LLC, Secretary/Treasurer
- Ms. Carol Brady, Executive Director, NE Florida Healthy Start Coalition, Inc.
- Ms. Elaine Brown, Government Affairs Director, Killashee Investments
- Hon. Doug Conkey, Clay County Board of County Commissioners
- Ms. Shannon Eller, Government and Public Relations Officer, JTA
- Dr. Dawn Emerick, Executive Director, Health Planning Council of Northeast Florida, Inc.
- Hon. Art Graham, Florida Public Service Commission
- Mr. Wilfredo J. Gonzalez, District Director, US Small Business Administration
- Ms. Kellie Jo Kilberg, IOM, CCE, President, Kilberg and Associates
- Hon. Jon Netts, Mayor, City of Palm Coast
- Hon. Bob Page, Mayor, City of Green Cove Springs
- Ms. Mary Alice Phelan, Director/Community Relations, St. Vincent’s HealthCare
- Mr. David Reed, Conservation Coordinator, JEA
- Mr. Harold Rutledge, President/CEO, The Rutledge Group
- Dr. Quinton White, Executive Director, Marine Science Research Institute, Jacksonville University

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Affordable Housing
Mr. Sid Ansbacher
Ms. Corie Baker
Mr. Tom Crawford
Ms. Wight Greger
Mr. Carlton Jones
Mr. G. Hollea Rachal
Ms. Denise Wallace
Ms. Carol Worsham

Economic Development
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Mr. Coen Purvis
Dr. Al Rizer
Mr. Jim Robinson
Mr. Aage Schroder
Mr. Chuck Tamblyn
Mr. Brad Thoburn

Emergency Preparedness
Mr. David Reed, Chair
Mr. Wally Conway
Ms. Claire Goforth
Dr. J. David Lambert
Mr. Allen Tilley

Thank you to the creative people that advised us on marketing throughout the visioning process, and to those that designed the First Coast Vision images, on the cover and page 7.

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Ms. Heather O'Brien, RS&H
Mr. Robert Palmer, RS&H
Ms. Shari Schurr, Clary and Associates, Inc.
Ms. Mya Surrency
The Dalton Agency
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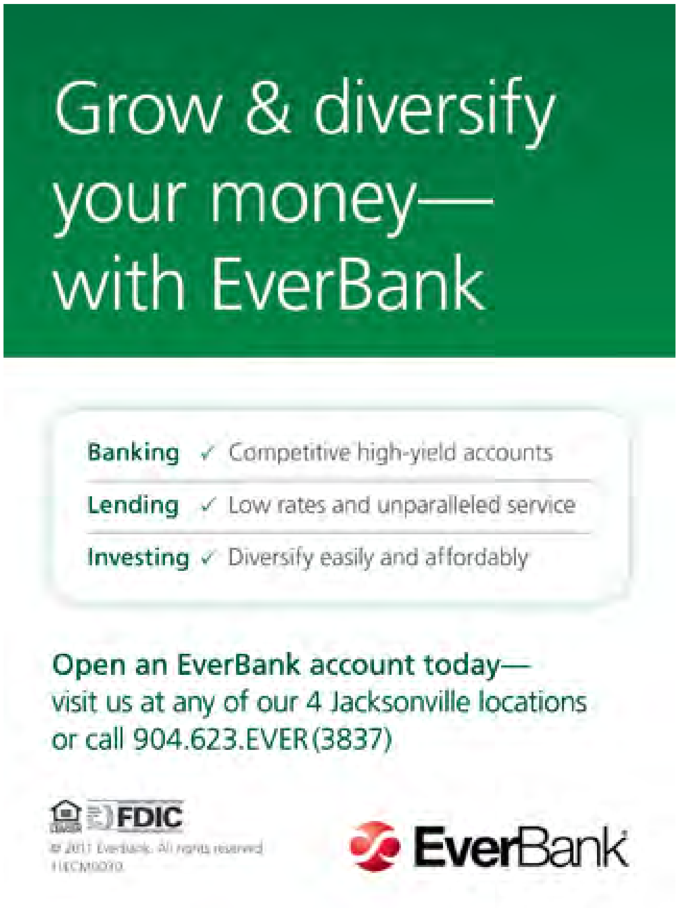

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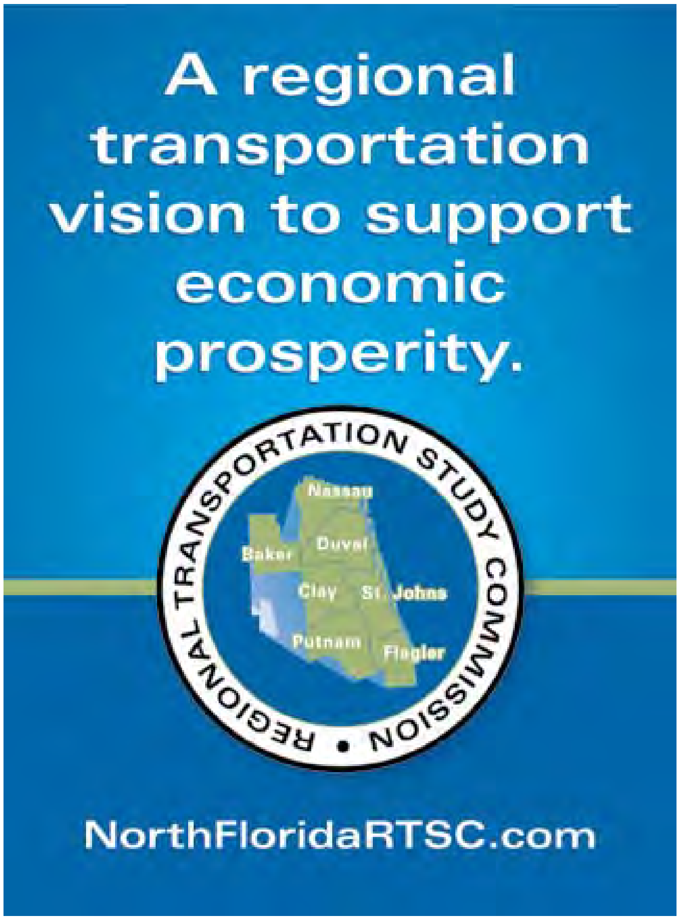

First Coast Vision

For more information or to learn how you can get involved, go to www.firstcoastvision.com.

Strategic Directions and Goals Summary

TABLE OF CONTENTS

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NEFRC MISSION

The NEFRC mission is to be a dynamic network of local governance, providing visionary leadership, advocacy, and coordination between counties and local, state, and federal governmental agencies to preserve and enhance the quality of Northeast Florida's economic, natural, built, and social environment by:

- Actively serving as a convener of regional issues.
- Fostering public awareness of diverse regional issues.
- Identifying trends, issues and opportunities for the Region.
- Building consensus for Regional solutions through coordination and cooperation.
- Providing a regionally focused forum for comprehensive and functional planning.
- Furnishing technical and administrative assistance, including grant writing assistance, to local governments and other stakeholders.
- Maintaining expertise among staff and pursuing technologies that support the successful implementation of the mission.

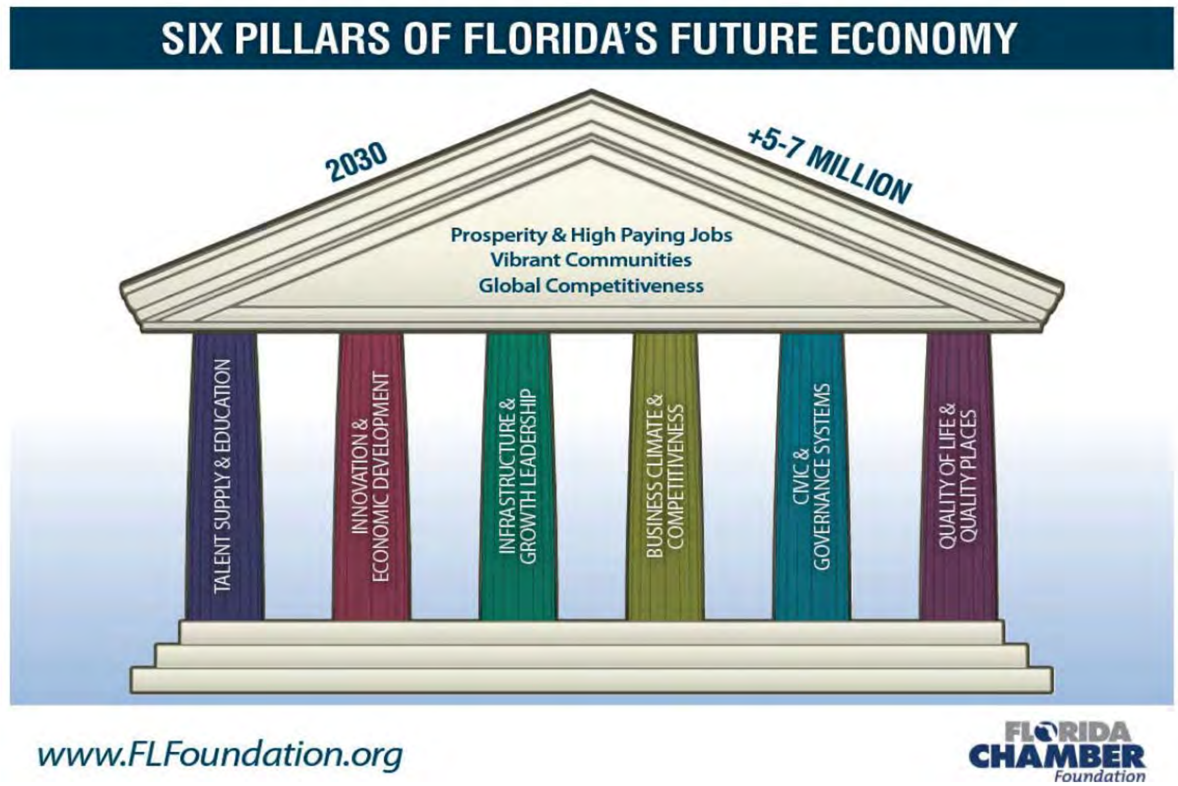
Each mission statement above is preceded by an icon that will help identify consistency with the mission as NEFRC implementation strategies are considered.

EXECUTIVE SUMMARY

The Strategic Regional Policy Plan (SRPP) should serve as a guidebook on coordinated steps to achieve the goals for Northeast Florida included in First Coast Vision[i]. It is a reference guide and data source on most facets of life in the Region and its counties. The Plan is organized around strategic subject areas that are in turn related to the priorities of the State of Florida and the mission of NEFRC.

The Plan contains policy guidelines only where statute requires them. In other cases, it recommends approaches and supports communities in the strategies they choose to achieve regional goals. It identifies regional goals and the intent of NEFRC to regularly track the progress of the Region in achieving them. It is a tool for communities, Local Government managers and staff, and legislators, but not a mandate. NEFRC focused efforts on creating a Plan for the entire Region. We recommend that it be widely read. We will make our best efforts to ensure that it is understood and to assist communities with its utilization.

STRATEGIC REGIONAL GOALS



The Strategic Regional Policy Plan is structured as the statute[ii] requires, into strategic regional subject areas. In the case of Northeast Florida, there are eight: Demographics and Equity, Communities and Affordable Housing, Economic Development, Emergency Prepareness and Resiliency, Energy, Health, Natural Resources of Regional Signifigance, and Regional Transportation. All goals and policies in this plan are aligned with the mission of the Northeast Florida Regional Council[iii], and with the Six Pillars of Florida's Future Economy (see above[iv]). This ensures that the regional plan furthers the State's priorities, and that regional goals are supported by the priorities and abilities of NEFRC.

Each goal is followed by a Pillar Alignment statement, and the intial Implementation Strategy of the NEFRC and its partners. These strategies will be expected to expand and change over the life of the plan. The following are the high-level regional goals that guide the policies and measures found in each of the strategic regional subject area chapters of the SRPP.

DEMOGRAPHICS AND EQUITY

Goal: Progress toward achieving our goals should have a positive impact on the ability of all of Counties in the Region to prosper and all of the residents in the Region to achieve their personal goals. We will look for residents of modest means to spend less of their incomes on housing and transportation, and for mobility for all to access jobs and those things that impact quality of life.

Pillar Alignment: All Six

NEFRC Implementation Strategy: NEFRC will expand its role as a data clearinghouse, both by annual release of measures that track the progress of the many policies in this plan, by gathering and disseminating information helpful to communities in the Region, and by maintaining such information when it proves to be helpful to communities in the Region. NEFRC will not duplicate, but will refine or fill in gaps if they exist in the data reported by our partners such as Northeast Florida Counts[v], Jacksonville Civic Council, Inc.[vi], and the Florida Scorecard[vii] where necessary to measure the success of plan goals and the Region.

COMMUNITIES AND AFFORDABLE HOUSING

Goal: Each local government is encouraged to take the lessons learned from visioning, the public preference for multiple growth centers, the corridor map from the Regional Transportation Study Commission[viii], the opportunities and challenges raised by resources of regional significance and the desires of their residents and determine where new growth should go, ideally in locations allowing it to take advantage of existing infrastructure, be mixed use, compact and connected to other centers. These mixed use growth and redevelopment centers are supported in all seven Counties and have the potential to increase transit ridership, reduce car dependency, maintain water and air quality and conserve water. Once these locations are chosen, governments should do all they can to support quality development there that will appreciate in value and achieve multiple community and economic goals.

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

Pillar Alignment: Quality of Life and Quality Places, Business Climate and Competitiveness

NEFRC Implementation Strategy: NEFRC will provide support to communities if they wish to assist with the consideration of where to encourage growth, based on what we have learned with them through visioning efforts. In consultation with local governments and communities, NEFRC will seek funding through brownfields assessment grants to determine the issues and opportunities presented by sites that may be perceived as having the potential for contamination if they are in areas considered potentially desirable for redevelopment. Once local governments and communities have determined where they support growth centers, NEFRC will convene its regional, state, and other partners, and advocate to support and connect growth in the chosen locations, so that regional systems support growth centers.

Economic Development

Goal: View all policy through the lens of the Six Pillars of Florida's Future Economy. Each of the policies in this plan and all of the actions of the NEFRC will be reviewed based on their relevance to our future, and this includes a broad definition of the assets that drive our regional economy. We will not create a new plan for economic development, but will join the region in support of the goals and policies identified by Innovate Northeast Florida[ix] and the Comprehensive Economic Development Strategy.

Goal: Northeast Florida's economic development strategies, consistent with Federal guidelines, are set with partners and new policy is not set by NEFRC. NEFRC's goal is to ensure that the Comprehensive Economic Development Strategy[x] is a five-year strategy that reflects economic development planning on a regional and county level, and that the region is always positioned to collaborate to maximize funding opportunities.

Pillar Alignment: All Six

NEFRC Implementation Strategy: The Plan itself is an economic development tool. Economic Development is first and foremost an individual county initiative in which each county develops and implements its own plan. In support of this planning, the regional plan includes basic data on the Region, as well as regional trends in population growth, competitiveness, employment, work force education levels, and agriculture. It includes tools such as shift/share analysis and location quotient analysis for the Region. NEFRC may add and maintain additional information useful to local governments through its data clearinghouse function. During the life of the plan, NEFRC will reconvene leaders in the Region to update the Comprehensive Economic Development Strategy and bring it into alignment with the Six Pillars.

Emergency Preparedness and Resiliency

Goal: A resilient and safe region that is prepared for a coordinated and effective response to all hazards in emergencies and is prepared to adapt to change to remain resilient and safe in the long term.

Pillar Alignment: Innovation and Economic Development

NEFRC Implementation Strategy: Businesses will not locate or expand in a Region that is not planning for the long term. Consistent with its mission to convene on regional issues and to assist local governments in addressing them, NEFRC has commissioned a work program on the vulnerability of Northeast Florida to Sea Level Rise with its policy work group, the Regional Community Institute of Northeast Florida, Inc.[xi] That group will work with local governments and make recommendations on regional policies and initiatives when it reports back to NEFRC in September, 2013. NEFRC will continue and expand its work with partners on hazard mitigation, emergency evacuation, post disaster redevelopment, regional domestic security, and hazardous materials emergency preparedness to strengthen the resiliency of the Region[xii].

ENERGY

Goal: A region that is flexible, innovative and takes full advantage of the diversity of potential energy sources, especially local sources. We will not wait for federal or state guidance or mandates to act if action can benefit the region. We acknowledge that, as a region vulnerable to natural disasters, resiliency and redundancy in energy, both in motor fuel and power, can set us apart from regions that choose not to address these issues that can be of large impact to business and residents.

Pillar Alignment: Infrastructure and Growth Leadership

NEFRC Implementation Strategy: NEFRC will build on the work currently underway by the Regional Councils toward enhanced energy resiliency[xiii]. The Council will convene a broad group of stakeholders to develop implementation strategies to reduce per capita energy consumption and diversify energy sources while maintaining quality of life.

HEALTH

Goal: The Region supports local and regional efforts to ensure that the region's residents have access to a healthy lifestyle and good health care. NEFRC supports our partners in seeking improvement in health outcomes throughout the region.

Pillar Alignment: Civic and Governance Systems, Quality of Life and Quality Places

NEFRC Implementation Strategy: NEFRC will enhance its strategic alliance with the Health Planning Council of Northeast Florida, Inc.[xiv] (HPC) by the execution of a Memorandum of Understanding. NEFRC will leverage initiatives with the HPC particularly in the built environment and health interface, data development and maintenance and public outreach and education.

Natural Resources of Regional Significance

Goal: Northeast Florida recognizes that some resources have the potential to impact more than one jurisdiction, and their viability is of concern to the Region. NEFRC promotes the protection of these resources, as contained on the Natural Resources of Regional Significance list.

Goal: The Regional Green Infrastructure is an interconnected system of natural and built infrastructure, undeveloped lands and incorporates natural resource areas, recreational lands, and working lands. The Region recognizes the value of the Regional Green Infrastructure and measures it, and consistent with the spirit of green infrastructure, incorporates commercially viable forest land, cropland, natural resources and recreational facilities into this category, which is an important part of the fabric and future of Northeast Florida.

Pillar Alignment: Quality of Life and Quality Places

NEFRC Implementation Strategy: NEFRC will expand its data sets to track Regional Green Infrastructure as it is defined in Northeast Florida. After setting a baseline with the SRPP, NEFRC will track the overall acreage of agriculture, aquifer recharge areas, floodplains, recreational lands, silviculture and wetlands. While many of these lands are privately owned and their use is up to landowners, local jurisdictions and regulatory agencies, overall they comprise systems that provide environmental benefits, and they may offset the need to invest in public built infrastructure. Tracking this data will give the Region a clear picture of the trends impacting green infrastructure and the choices it has as to ways to ensure healthy and plentiful natural resources. NEFRC will also track built green infrastructure, both on private lands and in municipal projects, as a way to identify demonstration projects, gather lessons learned and share best practices for communities in the Region. NEFRC will convene its partners as necessary to consider the long-term viability of natural resources of regional significance, and assist them to meet their goals while ensuring the quality of life for residents and future residents of Northeast Florida.

Regional Transportation

Goal: Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose. Northeast Florida makes development of regional employment centers and infrastructure a first priority, politically and fiscally.

Goal: In order to promote a diversified and vibrant regional economy, the Region supports an efficient multi-modal transportation framework to move people and goods, and NEFRC and its partners support over time the infrastructure investments needed to make it work. The framework maintains an environment that includes mobility options to move goods and people to support business and industry.

Pillar Alignment: Innovation and Economic Development

NEFRC Implementation Strategy: NEFRC will work with the newly created Regional Transportation Authority[xv] to further the development of new sources of mobility funding necessary to support a regional multi-modal transportation framework.

REFERENCES OUTSIDE THE SRPP

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[i] For more about First Coast Vision, visit http://www.firstcoastvision.com.

[ii] The statutory requirements for Strategic Regional Policy Plans are found at 27E-5.001 F.A.C.

[iii] For more about the Northeast Florida Regional Council, visit http://www.nefrc.org.

[iv] More information about the "Six Pillars of Florida's Future Economy", visit http://www.flfoundation.org.

[v] Northeast Florida Counts is a data source provided by mostly health sector partners on the state of six of the seven counties in Northeast Florida. It is accessed at http://www.nefloridacounts.org.

[vi] The Jacksonville Civic Council, Inc. provides interactive data and maps at their site at http://www.jcci.org.

[vii] The Florida Chamber of Commerce provides a scorecard of data organized around the "Six Pillars". See iv above. Find the Scorecard at http://www.thefloridascorecard.com.

[viii] The Regional Transportation Study Commission report is available at http://www.northfloridartsc.com.

[ix] The Innovate Northeast Florida report and strategies may be found at http://www.innovatenortheastflorida.com.

[x] The Federal requirements for Comprehensive Economic Development Strategies and Economic Development Districts may be found in Chapter III of the Economic Development Administration, Department of Commerce regulations 13 CFR, Part 303 and 304.

[xi] More information about the Regional Community Institute is available at http://www.rcinef.org.

[xii] Details of NEFRC work on regional emergency preparedness are available at http://www.nefrc.org.

[xiii] A summary of work done in North Florida on energy policy is available at http://www.nefrc.org/Energy-in-North-Florida.htm.

[xiv] More information on this partner organization may be found at http://www.hpcnef.org.

[xv] The Regional Transportation Authority is a recommendation of the Regional Transportation Study Commission report. See v. above.

HOW WILL WE ACHIEVE OUR GOALS AND HOW WILL WE RECOGNIZE SUCCESS?

Policies, metrics, trends and conditions, and significant resources and facilities for the region and in each of the subject areas above are summarized in the strategic regional subject area chapters of the SRPP, along with an outline of how the Regional Council coordinates its activities, and a glossary of terms. Terms defined in the glossary are indicated by italics.

Demographics and Equity

TABLE OF CONTENTS

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DEMOGRAPHIC AND EQUITY TRENDS AND CONDITIONS

Growth presents the Region with challenges and opportunities. Local governments have the opportunity to consider locations appropriate for growth, and leverage their support for projected growth areas to allow the private sector to provide quality development that will accomplish community goals and gain in value.

To address the statewide impact of future population growth, 1000 Friends of Florida contracted with the University of Florida's GeoPlan Center to prepare trend projections based on current population growth and land use patterns. The GeoPlan Center used a geographic information system (GIS) to develop graphics depicting what Florida land use might look like in 2060. These graphics assume a continuation of current development patterns. The projections show that developed areas will approximately double between 2010 and 2060 and population will increase in the First Coast Region by 1.6 million people in that same timeframe. Northeast Florida Regional Council (NEFRC) staff used geospatial analysis and the 1.6 million overall population projection to approximate County growth by 2060. The Region used this projection as it developed growth patterns through Reality Check First Coast, and extrapolated a minimum figure of 650,000 new jobs that would need to be added in the Region to sustain the additional population. The 2060 projections were simply a place to start to get participants to thinking about how and where we grow, and it was made clear they would not be used to guide infrastructure investment decisions without additional studies and evaluations. The 2060 projection remains merely a possibility, as the reliability of projections that go out 50 years is questionable.

The tables below show the estimated population of each County and the Regional totals from 1960 through 2010, as well as the projected population for 2020, 2030, and 2040 and, with the caveats above, 2060. The 2020, 2030, and 2040 figures come from the Bureau of Economic and Business Research (BEBR) at the University of Florida. BEBR produces a high, middle, and low projection for each year. In this study, the middle projection was used.

Figure 1 – Historic Population

COUNTY	1960	1970	1980	1990	2000	2010
Baker	7,363	9,242	15,289	18,486	22,259	27,115
Clay	9,535	32,059	67,059	105,986	140,814	190,865
Duval	455,411	528,865	571,003	672,971	778,879	864,263
Flagler	4,566	4,454	10,913	28,701	49,832	95,696
Nassau	17,189	20,626	32,894	43,941	57,663	73,314
Putnam	32,212	36,636	50,797	65,070	70,423	74,364
St. Johns	30,034	30,963	52,068	83,829	123,135	190,039
REGION	**556,310**	**662,845**	**800,016**	**1,018,984**	**1,243,005**	**1,515,656**

Source: US Census – 2000, and ACS - 2008

Figure 2 – Current Population & Projections

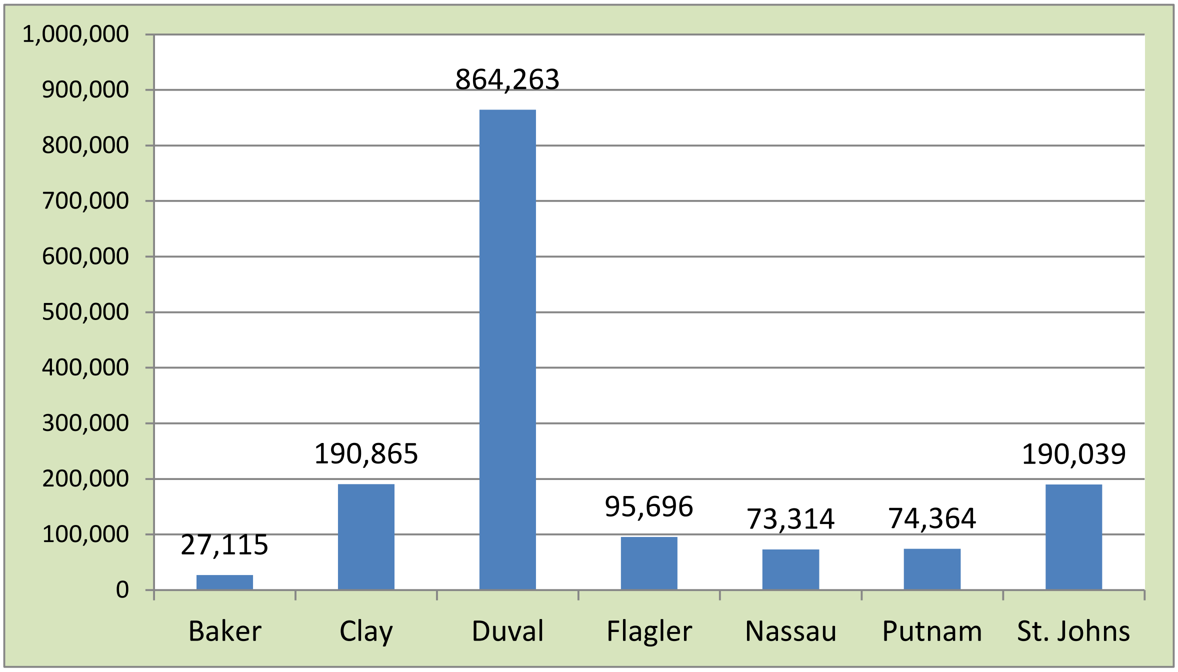
COUNTY	2010*	2020**	2030**	2040**	2060***
Baker	27,115	32,000	36,500	40,600	40,620
Clay	190,865	237,400	284,400	325,900	417,090
Duval	864,263	943,900	1,024,700	1,094,100	1,587,860
Flagler	95,696	136,900	178,600	215,400	323,800
Nassau	73,314	88,700	104,600	119,100	151,600
Putnam	74,364	77,300	80,400	82,900	104,300
St. Johns	190,039	254,200	320,000	377,600	479,160
REGION	**1,515,656**	**1,770,400**	**2,029,200**	**2,255,600**	**3,104,430**

** Census*
*** BEBR Middle*
**** See SRPP text*

2010 Estimated Population

The graph below represents the estimated population by County for the year 2010. The total Regional population estimate is 1,515,656. Population estimates are released annually by the Bureau of Economic and Business Research (BEBR) at the University of Florida.

Figure 3 – Regional Population Estimates

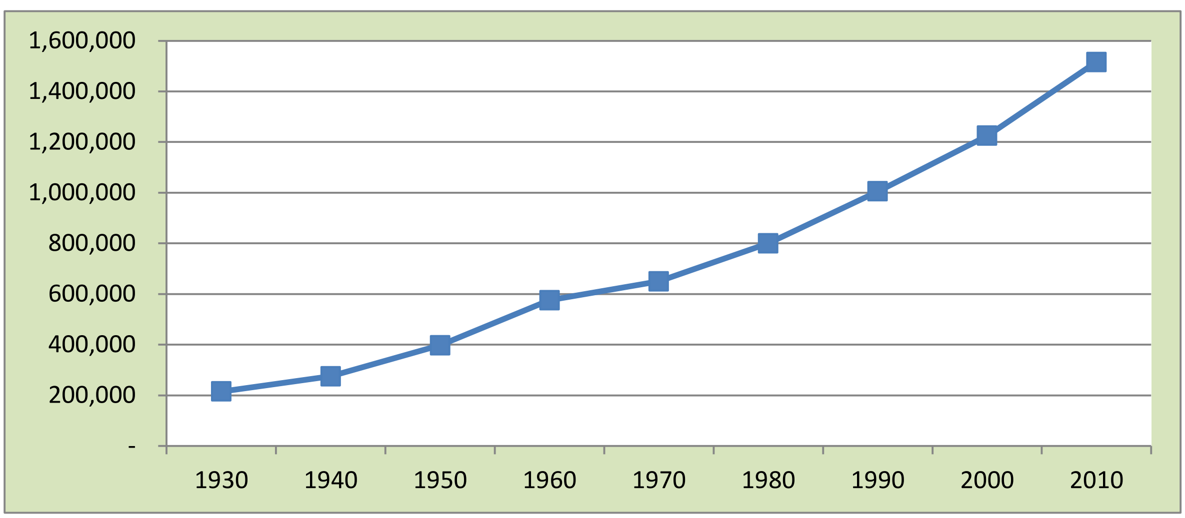


Source: Bureau of Economic and Business Research (BEBR) 2011; www.bebr.ufl.edu

Past Population Growth

The line graph illustrates steady Regional population growth since 1930. In 2010, Regional population exceeded 1.5 million people.

Figure 4 – Regional Population Growth



Source: US Census Bureau; www.census.gov

Projected Population Growth

The table provides population projections through the year 2030. Each of the Counties in the Northeast Florida Region is anticipated to continue growing. The projected Regional population in the year 2030 is over 2 million people.

Figure 5 – Projected Population Growth Through 2030

COUNTY	2010	2015	2020	2025	2030
Baker	27,115	29,601	32,001	34,299	36,504
Clay	190,865	212,698	237,398	261,502	284,400
Duval	864,263	900,995	943,894	985,506	1,024,705
Flagler	95,696	115,000	136,901	158,272	178,570
Nassau	73,314	80,600	88,700	96,803	104,599
Putnam	74,364	75,702	77,301	78,899	80,397
St. Johns	190,039	220,201	254,302	288,093	320,002
REGION	**1,515,656**	**1,634,797**	**1,770,497**	**1,903,374**	**2,029,177**

Source: Bureau of Economic and Business Research (BEBR) 2011; www.bebr.ufl.edu

Age of Regional Residents Now and Projected

The following table provides population projections by age through the year 2030. Every age category is expected to grow, with the largest population growth taking place in age groups greater than 60.

Figure 6 – Northeast Florida Regional Population by Age Through 2030

AGE	2010	2015	2020	2025	2030
Total	1,515,656	1,634,797	1,770,497	1,903,374	2,029,177
0-4	96,847	99,111	105,647	113,858	119,858
5-9	97,326	105,136	105,002	113,362	121,817
10-14	100,305	106,190	113,785	112,753	119,652
15-19	103,199	104,153	115,388	119,097	119,065
20-24	100,415	110,886	108,533	124,146	123,108
25-29	102,756	108,521	118,860	119,634	131,255
30-34	94,441	108,554	116,721	128,872	129,052
35-39	98,841	98,813	114,620	123,585	137,370
40-44	103,207	102,997	103,460	120,303	129,090
45-49	116,195	106,553	107,493	107,654	124,710
50-54	112,302	119,740	110,006	111,868	110,445
55-59	99,858	115,710	123,584	114,762	114,956

AGE	2010	2015	2020	2025	2030
60-64	89,371	101,154	119,428	126,499	118,227
65-69	66,312	86,580	102,655	116,609	127,940
70-74	47,946	61,322	84,059	95,540	112,562
75+	86,335	99,377	121,256	154,832	190,070

Source: University of Florida Bureau of Economic and Business Research, Population Projections; U.S. Census Bureau, 2010 Decennial Census.

Race of Residents Now and Projected

The table provides current population estimates by race, as well as population projections by race through the year 2030. Although whites will remain the largest share of the population, Hispanics will experience the largest growth rate through the year 2030.

Figure 7 – Regional Population Projections by Race, 2000-2030

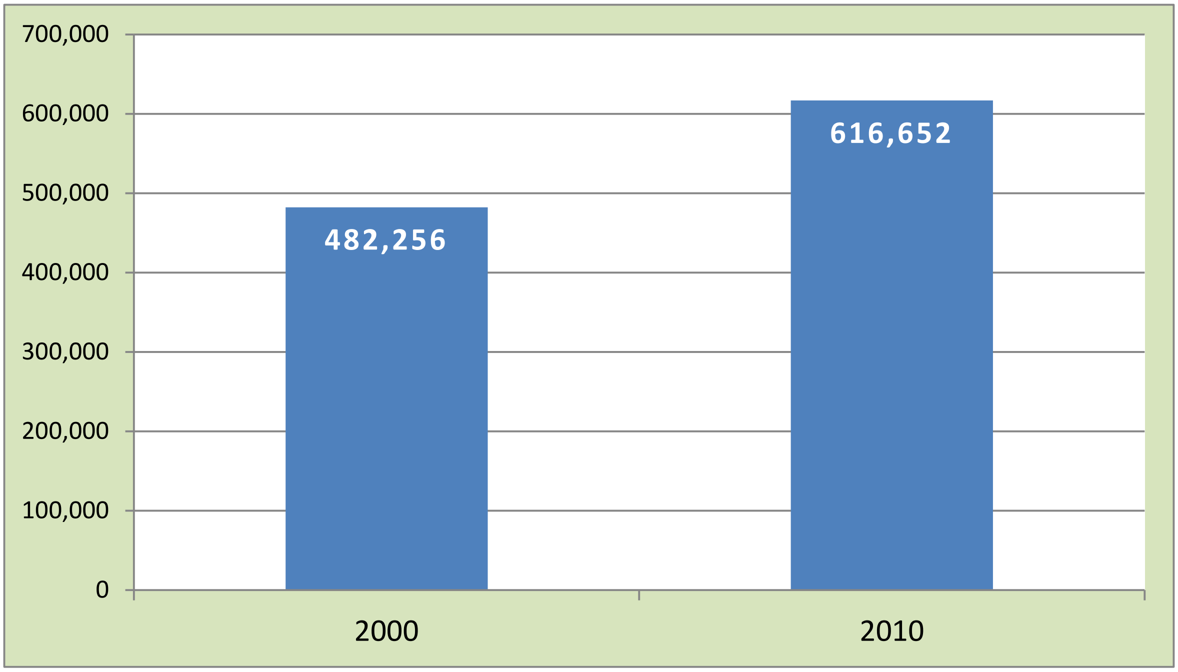
	CENSUS COUNTS	PROJECTIONS	
RACE	**2010**	**2020**	**2030**
White	1,012,000	1,137,600	1,265,200
Black *(Non-Hispanic)*	309,200	371,200	433,200
Hispanic	107,836	154,586	202,939

**2011 Florida Statistical Abstract Tables 1.32, 1.53, 1.56*

Regional Households

The following bar graph indicates the total number of projected households within the Region for the years 2000 and 2010. The Region has experienced an approximate 28% growth in the total number of households over the period. The Shimberg Center for Housing Studies publishes this information on an annual basis.

Figure 8 – Projected Regional Households

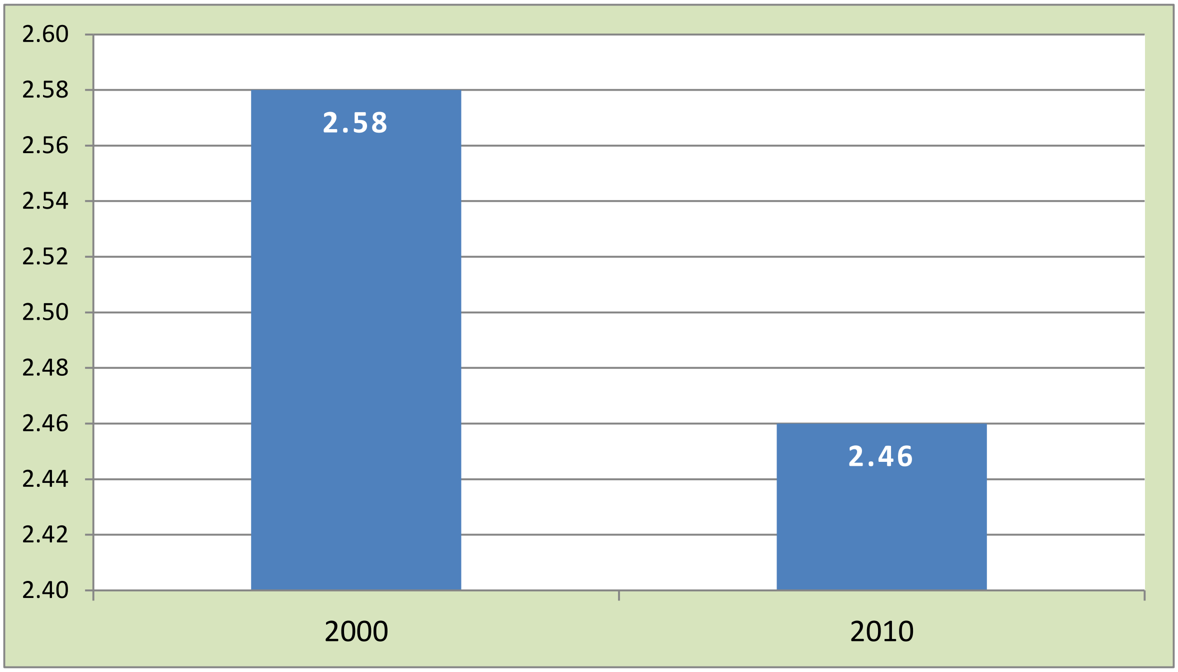


Source: Florida Housing Data Clearinghouse, Shimberg Center for Housing Studies; www.shimberg.ufl.edu

Regional Household Size

The following bar graph represents the average household size throughout the Northeast Florida Region. This graph represents the years 2000 and 2010, and shows a slight decline in the average number of people per household. The Bureau of Economic and Business Research (BEBR) at the University of Florida releases information on household size annually.

Figure 9 – Regional Household Size



Source: US Census Bureau – 2000; www.census.gov
2009 Florida Statistical Abstract, Bureau of Business and Economic Research (BEBR); www.bebr.ufl.edu

STRATEGIC ISSUE: POPULATION TRENDS[1]

The Northeast Florida Region experienced rapid population growth through 2007 before dropping rapidly at the start of the recession. Prior to the recession, in the 2000s, the Region's population base grew by an average of 30,000 new persons a year. Net migration outpaced births during this period, accounting for 56% of new residents.

In summary, if the Region remains status quo, Northeast Florida will become older, less educated, and less diverse than its Regional competitors in Florida (i.e., Tampa, Orlando, and Miami). However, through capitalizing on the three major state universities accessible

[1] *Source: Innovate Northeast Florida: Economic Development Strategic Plan, Competitive Analysis, May 2012.*

to the Region, attracting high-tech industries, and rebranding itself, Northeast Florida will attract a younger, more educated and dynamic workforce.

Figure 10 – Regional Population Trends

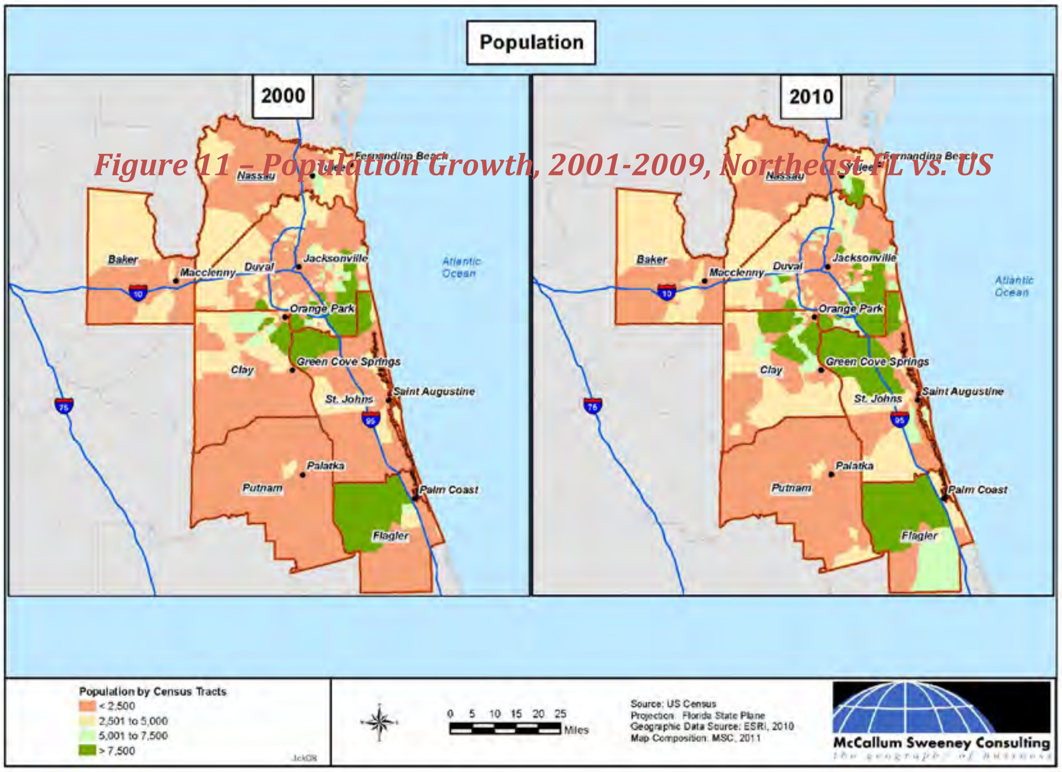


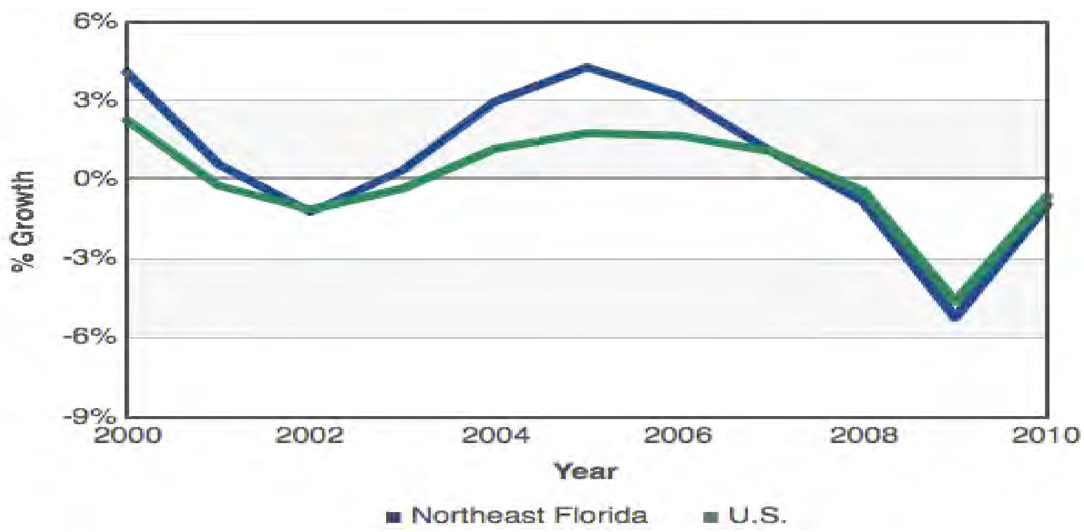
Figure 11 – Population Growth, 2001-2009, Northeast FL vs. US

Source: Innovate Northeast Florida: Economic Development Strategic Plan, Competitive Analysis, May 2012

Sour

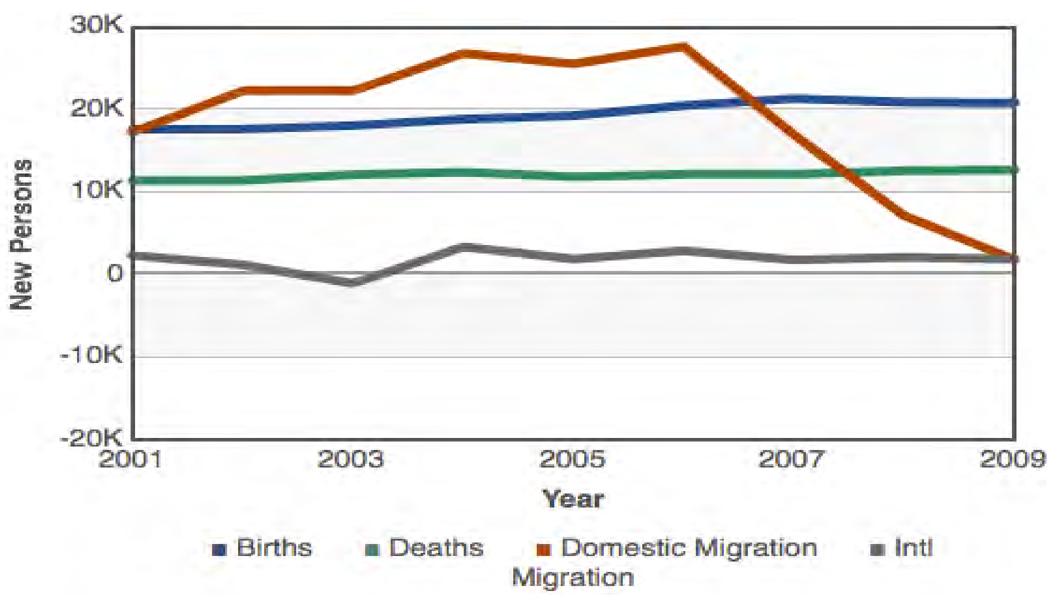
Figure 12 – Annual Growth Rate, Employment, All Industries, 2000-2010 Northeast FL vs. US

ce: Innovate Northeast Florida: Economic Development Strategic Plan, Competitive Analysis, May 2012



Source: Innovate Northeast Florida: Economic Development Strategic Plan, Competitive Analysis, May 2012

Figure 13 – Population Change Components, 2001-2009 Northeast Florida



Source: Innovate Northeast Florida: Economic Development Strategic Plan, Competitive Analysis, May 2012

STRATEGIC ISSUE: THE REGION'S AGE STRUCTURE[2]

Northeast Florida's age distribution is slightly over-represented by the older demographics, which have been growing faster than other age groups. Northeast Florida saw the largest population gains among those aged 55-59 (26,100 new residents), 25-29 (20,000), and 45-49 (16,800).

Young adults, who typically drive growth in metros across the U.S., are both under-represented in Northeast Florida and saw the lowest growth rates of the age groups. Population aged 30-34 saw a modest increase between 2004-2009 and the population aged 35-39 actually shrank.

It is projected the 65 years of age and older population will see the greatest increase between 2006 and 2030. In some areas, by 2030 the 65 years of age and older population is projected to double.

Nearly three-quarters (72%) of the Region's population today is white.[3] Approximately 22% of the population is Black, and only 6% of the population is Hispanic.[4] Statewide, approximately 68% of the population is White, 15% Black and 17% Hispanic.[5]

Regionally, Hispanics and Latinos are projected to have the largest increase in numbers when compared to their current population. By 2030, the Hispanic and Latino populations are projected to increase by 106,146.[6] This represents 7% of the projected 2030 population for the Northeast Florida Region.

[2] *Source: Innovate Northeast Florida: Economic Development Strategic Plan, Competitive Analysis, May 2012.*
[3] *Bureau of Economic and Business Research, University of Florida*
[4] *Bureau of Economic and Business Research, University of Florida*
[5] *Bureau of Economic and Business Research, University of Florida*
[6] *Bureau of Economic and Business Research, University of Florida*

Figure 14 – Monthly Foreclosures in Northeast Florida, 2006-2011

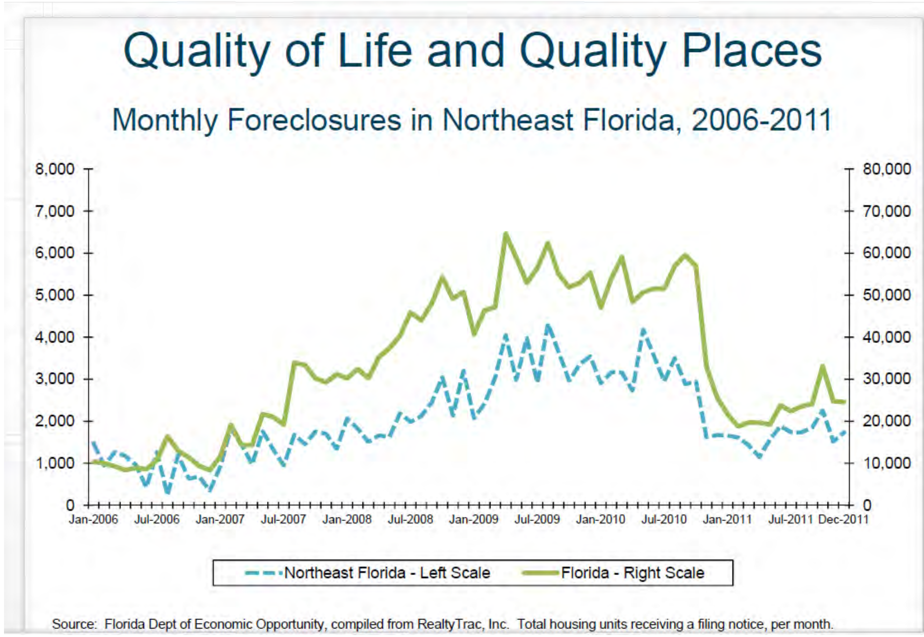
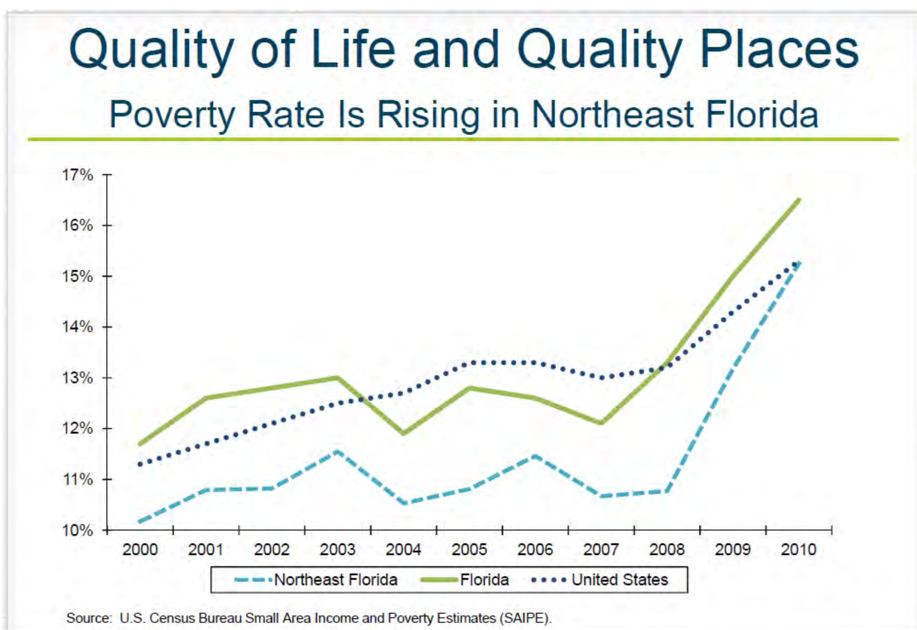


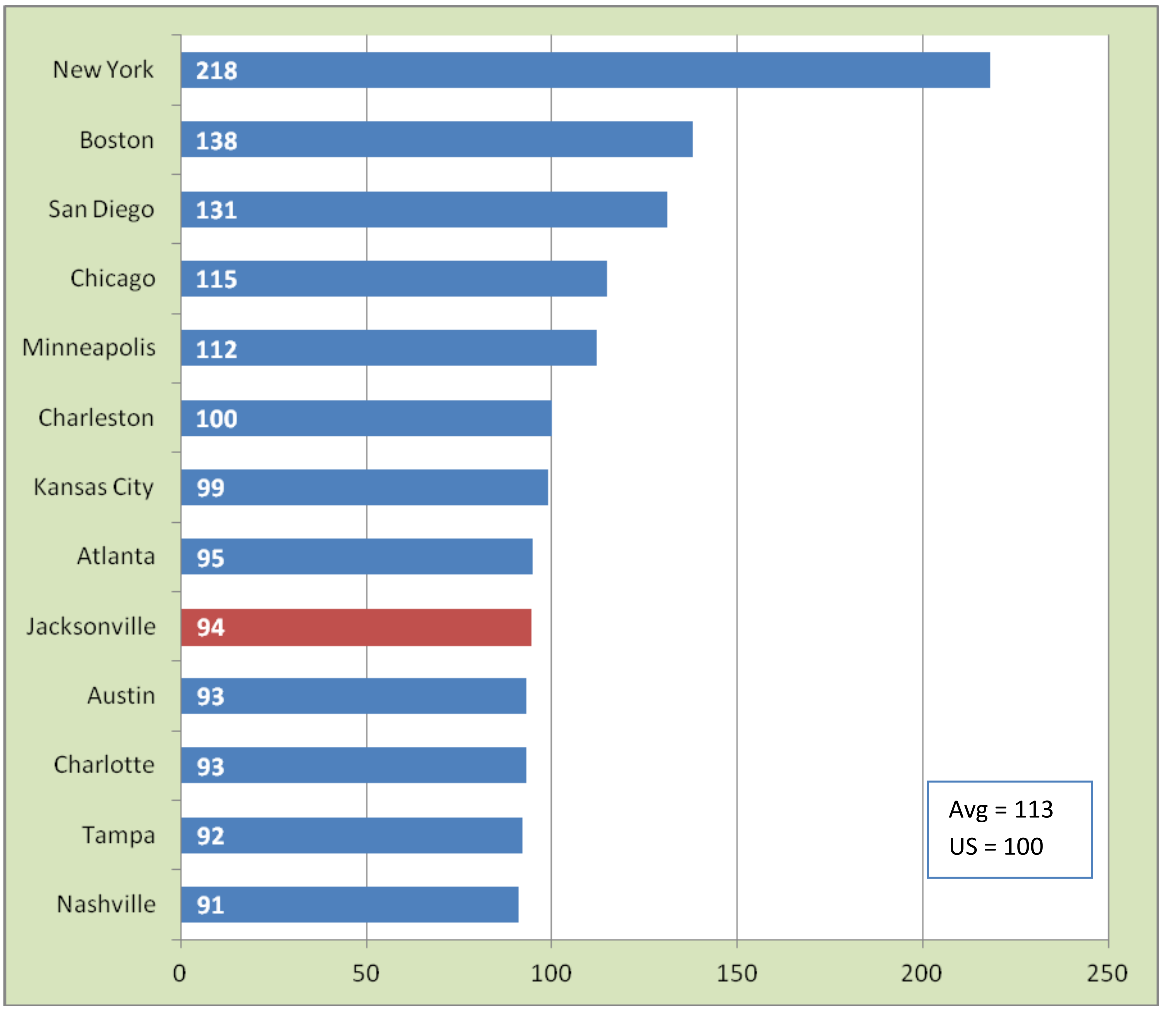
Figure 15 – Poverty Rate



STRATEGIC ISSUE: COST OF LIVING

Jacksonville has a lower cost of living than the U.S. and benchmark averages, with costs only slightly above the least expensive benchmark Region. Jacksonville received an ACCRA Cost of Living Index rating of 94 in 2011, below the U.S. standard of 100 and far from the benchmark average rating of 113. The only benchmark communities rated less expensive than Jacksonville were Austin, Charlotte, Tampa, and Nashville.

Figure 16 – Cost of Living Index, 2011



Source: Cost of Living Index, http://www.coli.org/

DEMOGRAPHIC OVERVIEW

The Regional trend in demographics is toward growth, even if growth has slowed in the immediate past. It is also trending toward an aging population, a more diverse population and toward smaller household sizes. All of these trends highlight the need for a Regional plan framework to provide the vision to accommodate new residents, seniors and our diverse population in a vibrant and desirable Region.

OBJECTIVE AND POLICIES

OBJECTIVE: A REGION WHERE ALL PEOPLE CAN THRIVE

Policies

Policy 1: The Region promotes use of partnerships and non-traditional methods to engage all residents.
Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 2: The Region will support its local governments and share best practices as they develop ways to gather public input from citizens in all parts of the Region.
Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 3: The Region will measure its success by evaluating not simply overall measures but will measure the success of all income, age, and racial groups.
Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 4: Non-compact development patterns and limited mobility options are a barrier to success for all, and have a greater impact on low-income residents, seniors and those with disabilities or health challenges. The Region supports more compact development connected by transportation corridors.
Pillar: Quality of Life and Quality Places, SCP: 187.201(19)(a)F.S.

DEMOGRAPHICS AND EQUITY MEASURES

Figure 17 – Median Household Income by Race

RACE	REGION	FLORIDA	UNITED STATES
White	$55,212	$46,806	$52,480
Black	$34,425	$32,299	$33,578
Hispanic	$43,694	$38,288	$40,165

Source: 2008-2010 American Community Survey, 3 year estimates

Figure 18 – Median Household Income by Age

	REGION	FLORIDA	UNITED STATES
Less than 25	$28,524	$23,640	$24,143
25 to 44	$54,590	$47,993	$54,024
45 to 64	$59,142	$52,102	$60,683
65 and Over	$38,547	$35,024	$34,381

Source: 2008-2010 American Community Survey, 3 year estimates

Figure 19 – Regional per Capita Income

Per Capita Income	$26,111

Source: 2008-2010 American Community Survey, 3-Year Estimates

Figure 20 – Persons Living in Poverty

Persons Living in Poverty	207,469 (approximately 14% of the Regional population)

Source: 2008-2010 American Community Survey, 3-Year Estimates

Figure 21 – Regional Alliance Membership

Regional alliance membership	7 Counties, 49 members: (16 Regional entities, 4 state/ federal advisors, 3 small business, 5 municipalities, 1 utility, 1 health, 1 chamber, 13 non-profits, 1 university)

Source: NEFRC, membership of the First Coast Consortium

Figure 22 – RLA Annual Graduation

Annual Graduation from the Regional Leadership Academy	12 in 2012

Source: NEFRC

Figure 23 – Educational Attainment by Race

RACE	HS DIPLOMA OR GED	ASSOCIATES	BACHELORS	GRADUATE
White	30.0%	8.5%	18.2%	8.9%
African American	30.9%	9.4%	10.7%	4.9%
Hispanic	23.9%	9.8%	13.2%	6.4%

Source: 2008-2010 American Community Survey, 3 year Estimates

Communities and Affordable Housing

TABLE OF CONTENTS

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AFFORDABLE HOUSING TRENDS AND CONDITIONS

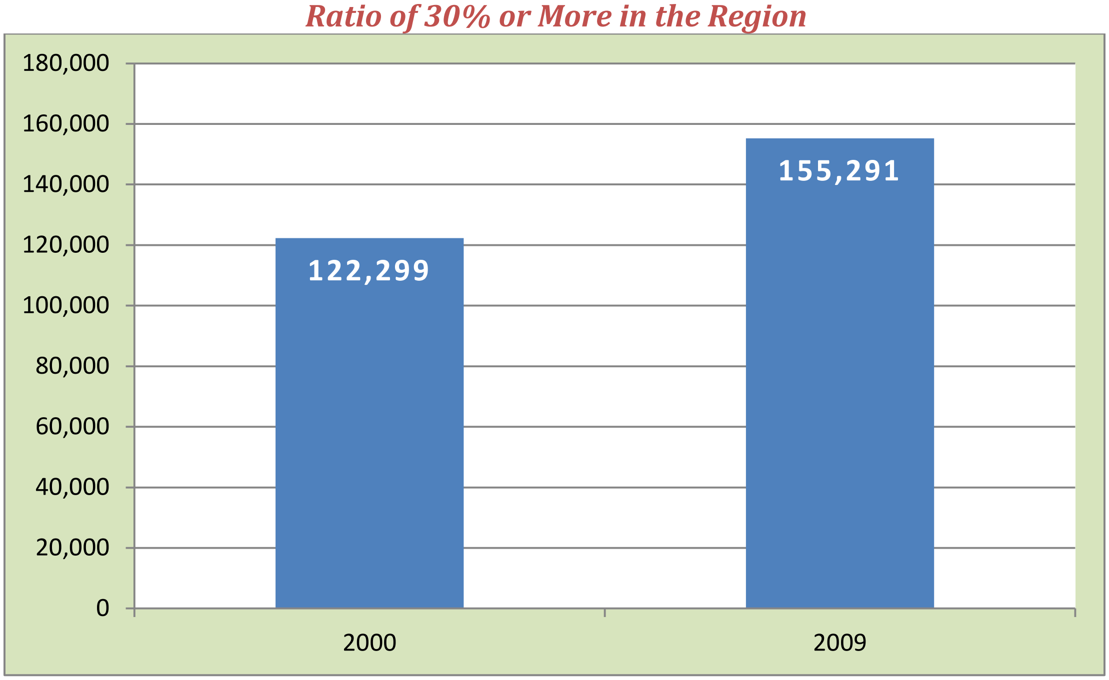
STRATEGIC ISSUE: HOUSING COSTS

Cost Burden of Housing: Households with Rent/Cost to Income Ratio of 30% or more

A household is considered to be "housing cost-burdened" if more than 30% of gross household income is spent on housing, which is defined as rent or mortgage costs. A household is considered "severely cost-burdened" if more than 50% of gross household income is spent on housing. The number of cost-burdened and severely cost-burdened households is an indicator of affordable housing supply.

The following bar graph represents the total number of households within the Region that have a rent/cost to income ratio of 30% or more. The Region has experienced a dramatic increase in households paying 30% or more of their gross income in rent or mortgage. In 2009, the number of cost-burdened households increased by approximately 27% from the year 2000.

Figure 1 – Households with Rent/Cost to Income Ratio of 30% or More in the Region

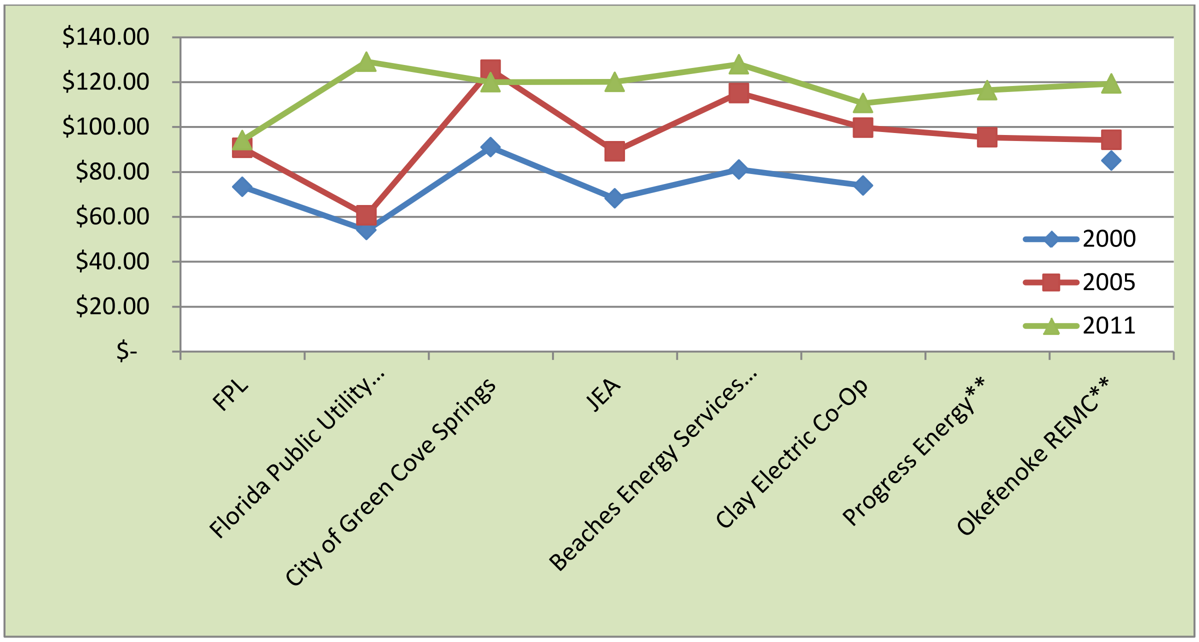


Source: Household Demographic Data, Shimberg Center for Housing Studies
Florida Housing Data Clearinghouse 2012, Shimberg Center for Housing Studies; www.shimberg.ufl.edu

Average Monthly Electric Bill by Provider per 1,000 kWh

This graph details historic rates per 1,000 kWh, which is an average residential bill, from the Region's utility providers. This data is released annually. The line graph below depicts the years 2000, 2005, and 2011. In this Region, the average monthly electric bill has increased substantially from the year 2000 to 2011.

Figure 2 – Average Residential Electric Bill by Provider



Source: Florida Public Service Commission, Comparative Rate Statistics; www.psc.state.fl.us

Cost Burden of Household by Income Level, 2000-2010

The table on the following page is based on Area Median Income (AMI), total number of households within a given AMI, and percent of total Regional households and their cost burden for housing for the years 2000 and 2010. The Shimberg Center for Housing Studies releases this information every five (5) years, based on the federal Department of Housing and Urban Development's definitions of 30% and below AMI as extremely low income, 30-50% as very low income, and 50-80% as low income. Moderate-income households are far less likely to pay more than 30% of their income on housing than low-income households.

Figure 3 – Cost Burden of Housing Based on Area Median Income (AMI)

	2000		2010	
% OF INCOME SPENT ON HOUSING	HOUSEHOLDS	% OF TOTAL REGIONAL HOUSEHOLDS	HOUSEHOLDS	% OF TOTAL REGIONAL HOUSEHOLDS
0 – 30% AMI				
< = 30%	16,500	3.42%	20,668	3.35%
30.1 – 50%	7,810	1.62%	9,924	1.61%
> 50%	27,323	5.67%	34,267	5.56%
30.1 – 50% AMI				
< = 30%	19,424	4.03%	24,958	4.05%
30.1 – 50%	16,904	3.50%	21,109	3.42%
> 50%	12,856	2.67%	16,622	2.70%
50.1 – 80% AMI				
< = 30%	54,539	11.32%	69,165	11.22%
30.1 – 50%	25,347	5.26%	32,635	5.29%
> 50%	7,128	1.48%	8,698	1.41%
80.1 – 120% AMI				
< = 30%	87,241	18.11%	110,805	17.97%
30.1 – 50%	14,544	3.02%	18,897	3.06%
> 50%	2,270	0.47%	3,113	0.50%

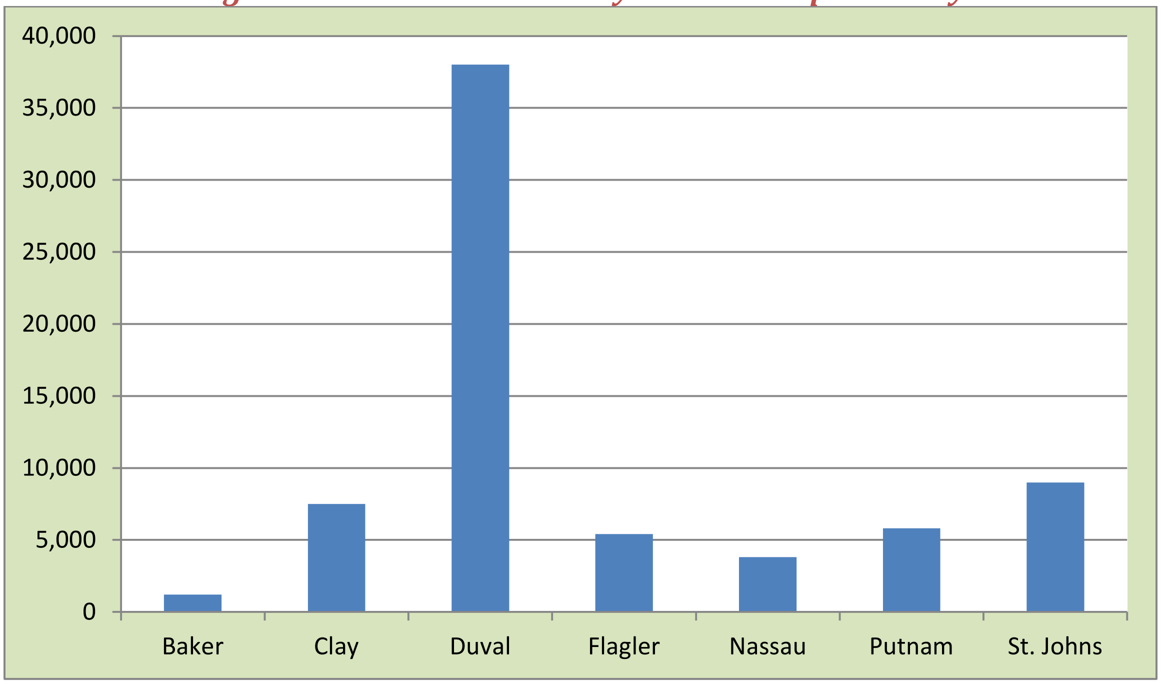
Source: Shimberg Center for Housing Studies; www.shimberg.ufl.edu

STRATEGIC ISSUE: AFFORDABLE HOUSING

It is a generally accepted goal that the development of housing for very low- and low-income families not necessarily be concentrated in a single area or a specific set of areas, but that it is located in areas where these families have access to jobs, services, education and amenities. To enhance the quality of life and encourage the upward mobility of these income groups, housing programs must be encouraged with the goal of providing housing for these families throughout the Region.

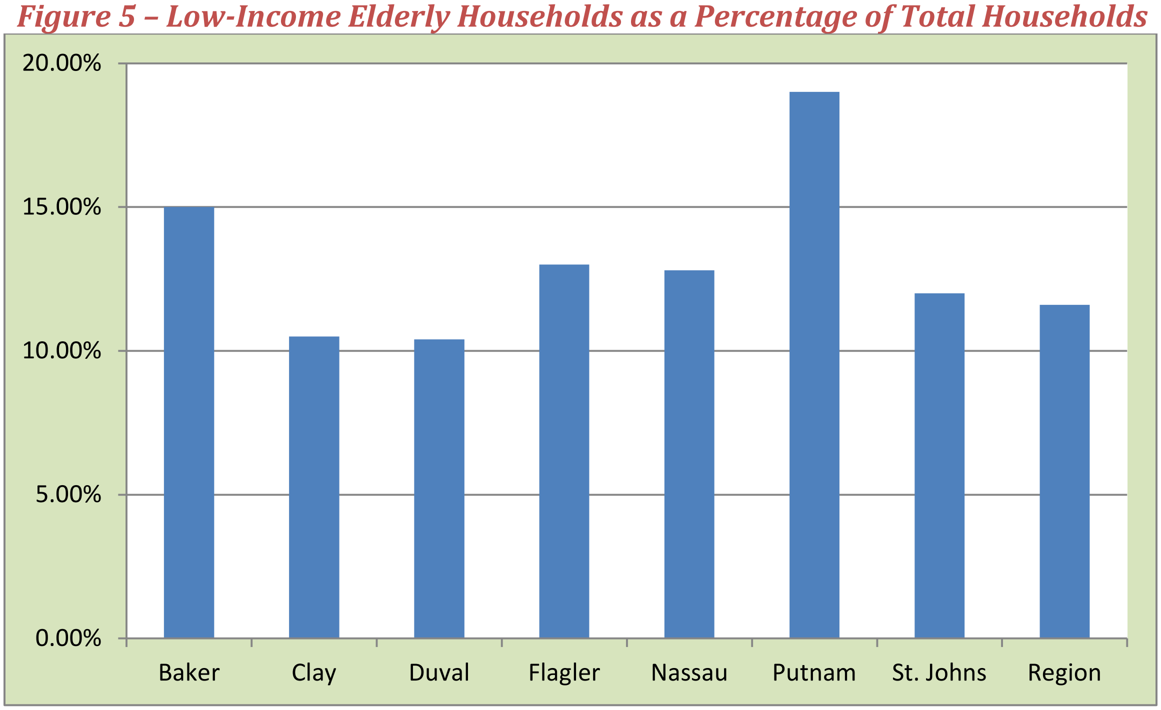
Households consisting of low-income elderly people make up a significant portion of the population in the Region. This is even more so in Baker and Putnam Counties. The chart below shows the total number of low-income elderly households in each County, based on the 2010 US Census. As a percentage of total households, the highest rate of low-income elderly households is in Baker and Putnam Counties.

Figure 4 – Low-Income Elderly Households per County



Source: 2000 – US Census Bureau; 2010 – Profile of General Population and Housing Characteristics: US Census Bureau; www.census.gov

Figure 5 – Low-Income Elderly Households as a Percentage of Total Households



Source: 2000 – US Census Bureau; 2010 – Profile of General Population and Housing Characteristics: US Census Bureau; www.census.gov

An important statistic to look at is the percent of income one spends on housing. Spending over 30% of one's income is considered cost burdened. In the Region, 57,395 households spend between 30% and 50% of their income on housing and 36,808 households spend over 50% of their income on housing.[1]

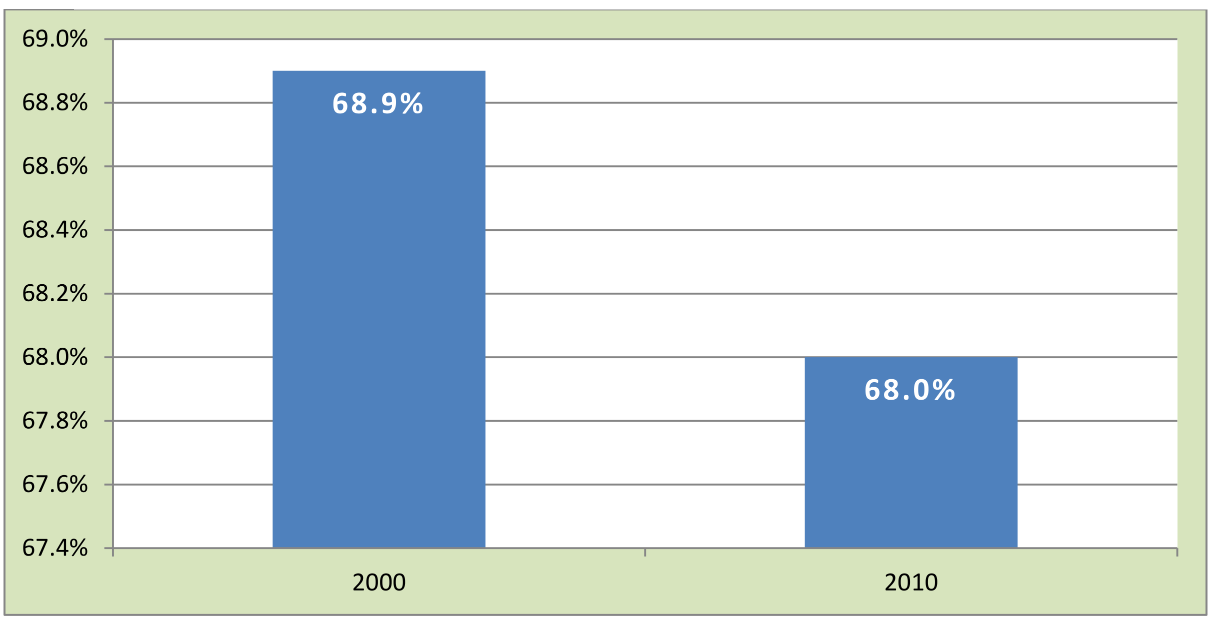
Further, according to the National Alliance to End Homelessness, the Jacksonville metropolitan area has the 14th highest rate of homelessness among the top 100 metropolitan areas in the nation, based on population. There were about 4,400 homeless people in the Jacksonville area in 2010. Homelessness is an issue the Region must address.

STRATEGIC ISSUE: HOUSING MIX

Housing Tenure: Percent Owner-Occupied

Housing tenure identifies the number of housing units owner-occupied or rented within the Region. The following bar graph represents the proportion of owner-occupied units for the years 2000 and 2010. Since 2000, the proportion of owner-occupied units has decreased by nine tenths of a percent, from 68.9% to 68.0%.

Figure 6 – Percent Owner-Occupied – Regional Average



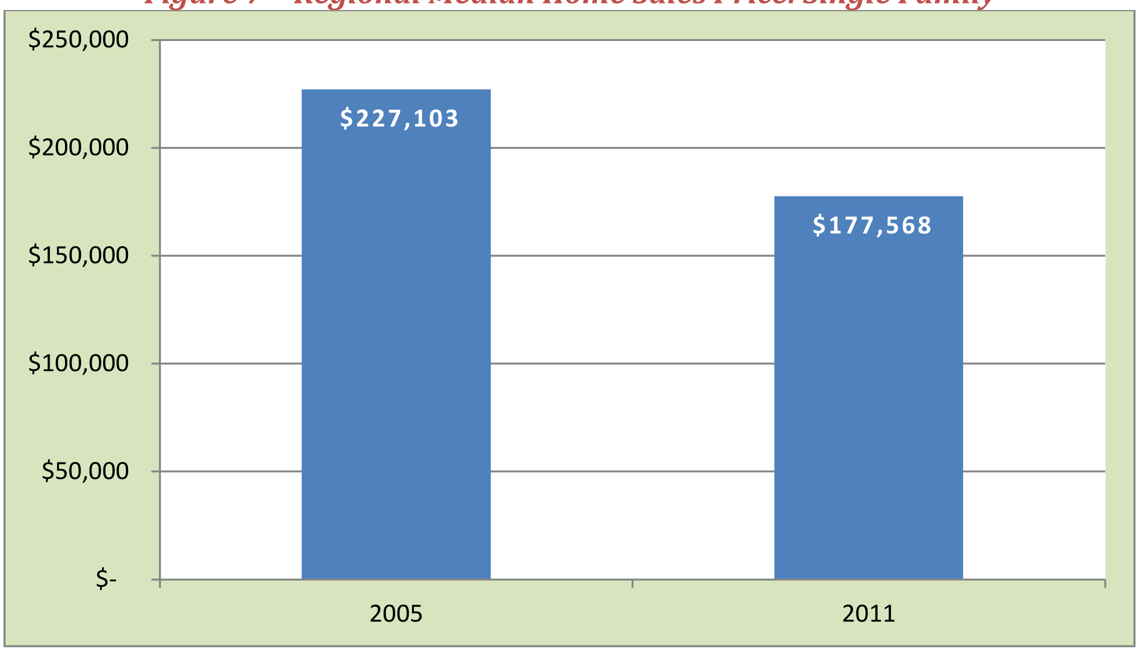
Source: 2000 – US Census Bureau; 2010 – Profile of General Population and Housing Characteristics: US Census Bureau; www.census.gov

[1] *Shimberg Center, Florida Housing Data, 2010*

Median Home Sales Price Northeast Florida

Median home sales are an indicator of housing affordability as well as economic stability. The bar graph shows median home sale prices for the years 2005 and 2011. The Region has experienced a decline in median home sales price over the given six-year period. The median home sales price (in 2011 dollars) was $227,103 in 2005 and $177,568 in 2011, an approximate 22% decrease. The Shimberg Center for Housing Studies at the University of Florida releases this information annually.

Figure 7 – Regional Median Home Sales Price: Single Family

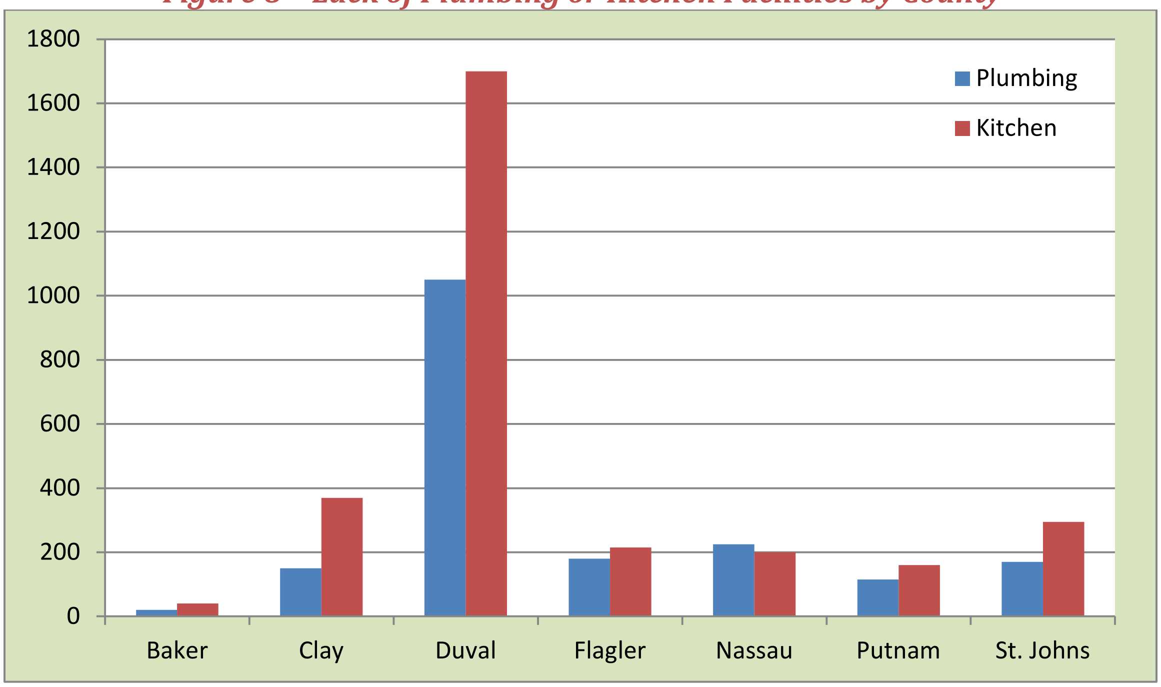


Source: Median Sales Price: Single Family - Shimberg Center for Housing Studies; www.shimberg.ufl.edu

Strategic Issue: Safe and Lasting Communities

Lasting communities are dependent in part on the quality of housing stock. The statistics indicate that overall, much of Northeast Florida's housing stock is of adequate quality, but each community has an interest in seeing all residents housed safely, in homes that are not overcrowded and with a minimum standard of services. The lack of complete plumbing or kitchen facilities is characteristic of a substandard household. Below is a chart that shows the number of households in each County lacking these facilities based on the 2010 US Census.

Figure 8 – Lack of Plumbing or Kitchen Facilities by County



Source: 2000 – US Census Bureau; 2010 – Profile of General Population and Housing Characteristics: US Census Bureau; www.census.gov

In the US, 99.4% of occupied housing units have complete plumbing facilities and 99.0% have complete kitchen facilities. In Florida, 99.6% of occupied housing units have complete plumbing facilities and 99.2% of occupied housing units have complete kitchen facilities. Combined, in the seven Counties in the Region, 99.7% have complete plumbing facilities and 99.5% have complete kitchen facilities, which is higher than Florida and the US according to the 2010 US Census Profile of General Population and Housing Characteristics.

Figure 9 – Percentage of Households with Complete Plumbing & Kitchen Facilities

	US	FLORIDA	NE FLORIDA
Percent of Households with Complete Plumbing Facilities	99.4%	99.6%	99.7%
Percent of Households with Complete Kitchen Facilities	99.0%	99.2%	99.5%

Source: American Community Survey – Select Housing Characteristics 2008-2010 ACS 3-year estimates www.census.gov/acs/www/

Several strategies can help ensure a safe and long lasting housing stock. First, ensuring that homes are free from environmental hazards such as asbestos and lead paint can improve the safety of the community. Studies have shown that substandard housing can result in lead poisoning and asthma especially in children. Many local communities support retrofitting of older homes to eliminate these hazards. In addition, local governments can encourage new homes to be constructed with high quality materials that are durable and low-maintenance. To make homes more affordable in the long term, regardless of the price point of the home, new homes should be designed in accordance with green principles that focus on water and energy conservation. This will reduce home maintenance costs and make housing more affordable in the long term. There are multiple financial strategies to improve homes so they are not substandard and save money, water, and energy. Below are some strategies in use in Northeast Florida.

Neighborhood Stabilization Program (NSP)

The Neighborhood Stabilization Program (NSP) is a grant-funding program administered through the U.S. Department of Housing and Urban Development (HUD). The program is a component of the Community Development Block Grant (CDBG) program and was established for the purpose of stabilizing communities that have suffered from foreclosures and abandonment. NSP grantees develop their own programs and funding priorities. However, NSP grantees must use at least 25 percent of the funds appropriated for the purchase and redevelopment of abandoned or foreclosed homes, or residential properties that will be used to house individuals or families whose incomes do not exceed 50 percent of the area median income.

State Housing Initiatives Partnership (SHIP)

SHIP is a Florida state housing program that offers a dedicated revenue source to address upgrades of substandard housing and provides access to low income persons in need of affordable housing. Funding is provided to local governments to assist with implementation of local affordable housing programs and opportunities. There are SHIP programs in all seven Counties in the Region.

STRATEGIC ISSUE: HOUSING CHOICE

While home ownership is the goal of many people living in the First Coast, it is not realistic or right for many people. To accommodate everyone fairly, a mix of housing options is necessary to satisfy everyone's needs. Looking beyond traditional single-family homes, providing more multi-family and senior-oriented options, and ensuring there is a healthy supply of rental properties would serve the Region well. Currently, the Region has 432,843 owned housing units and 180,835 rental units. This comes out to 2.39 owned units for every one rental unit.[2]

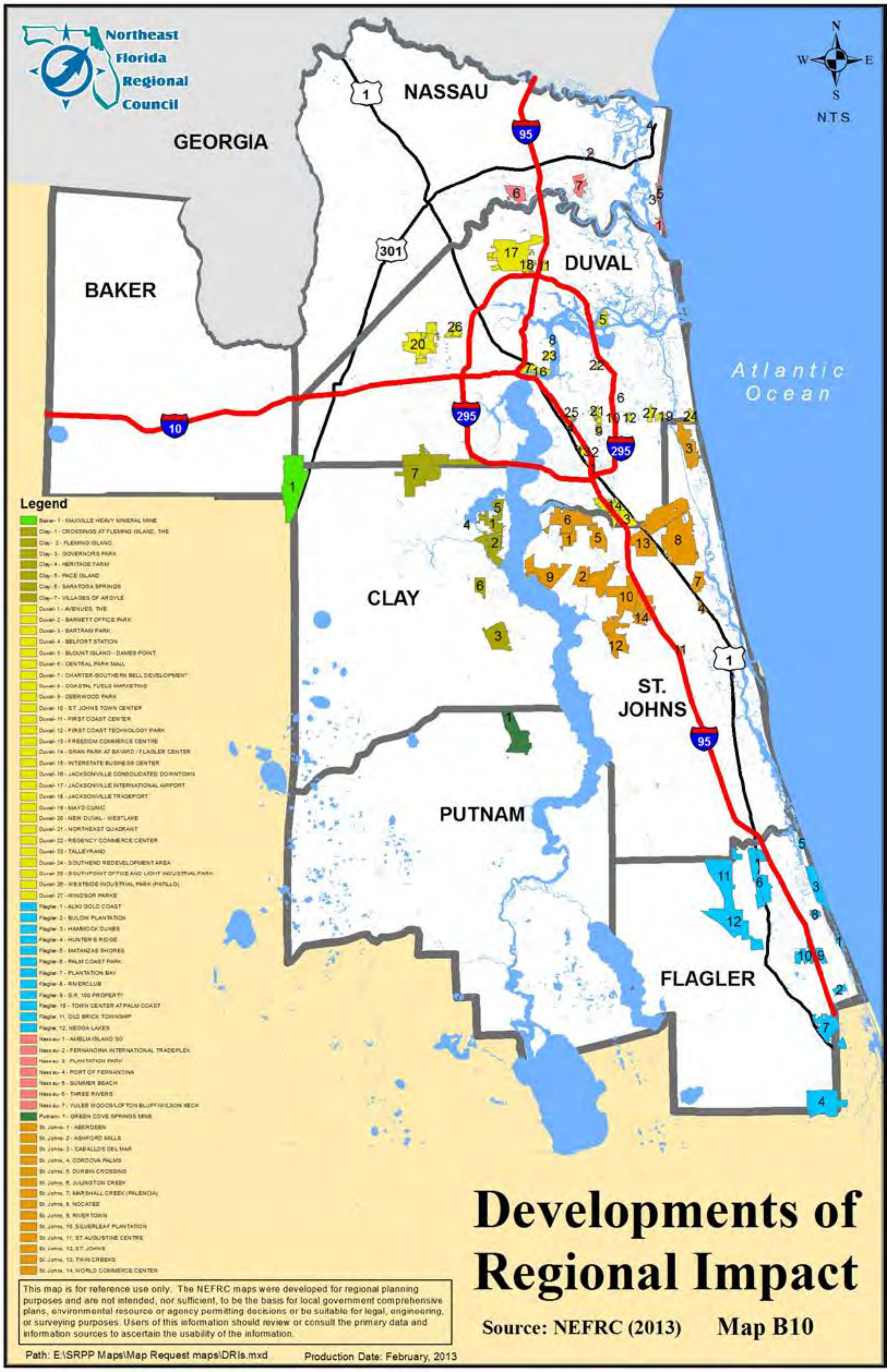
Northeast Florida has housing options in multiple types of densities. There are options for people to live in agricultural, rural, suburban, or urban settings. Northeast Florida tracks several categories of green infrastructure and its best data indicates 169,901 acres of agricultural land as of 2012 (see Natural Resources chapter). NEFRC tracks the trends of changes to Future Land Use Maps in local government Comprehensive Plans in the Region. While it is impossible to be precise, as each local government has a different set of and definition for land use categories, it is possible to group them generally and observe trends. Between late 2008 and 2012, there are over 18,000 fewer acres of land in categories that allow agriculture and residential development of less than 1 unit per acre. These lands have converted mainly to conservation and to industrial categories. Residential categories allowing more than one unit but less than five have increased by over 2,000 acres, and mixed-use categories have increased by a similar amount.

STRATEGIC ISSUE: HOUSING BY DESIGN

Developments of Regional Impact (DRIs) can be a great boon for the Region. Developments significantly impacting the Region are reviewed to consider the potential impacts to Regional resources. Figure 10 depicts DRIs currently designated in the Region. Figure 11 identifies those portions of the Region that are designated as Dense Urban Land Areas by the State of Florida. Those that are not so designated may be considering additional DRIs in the future.

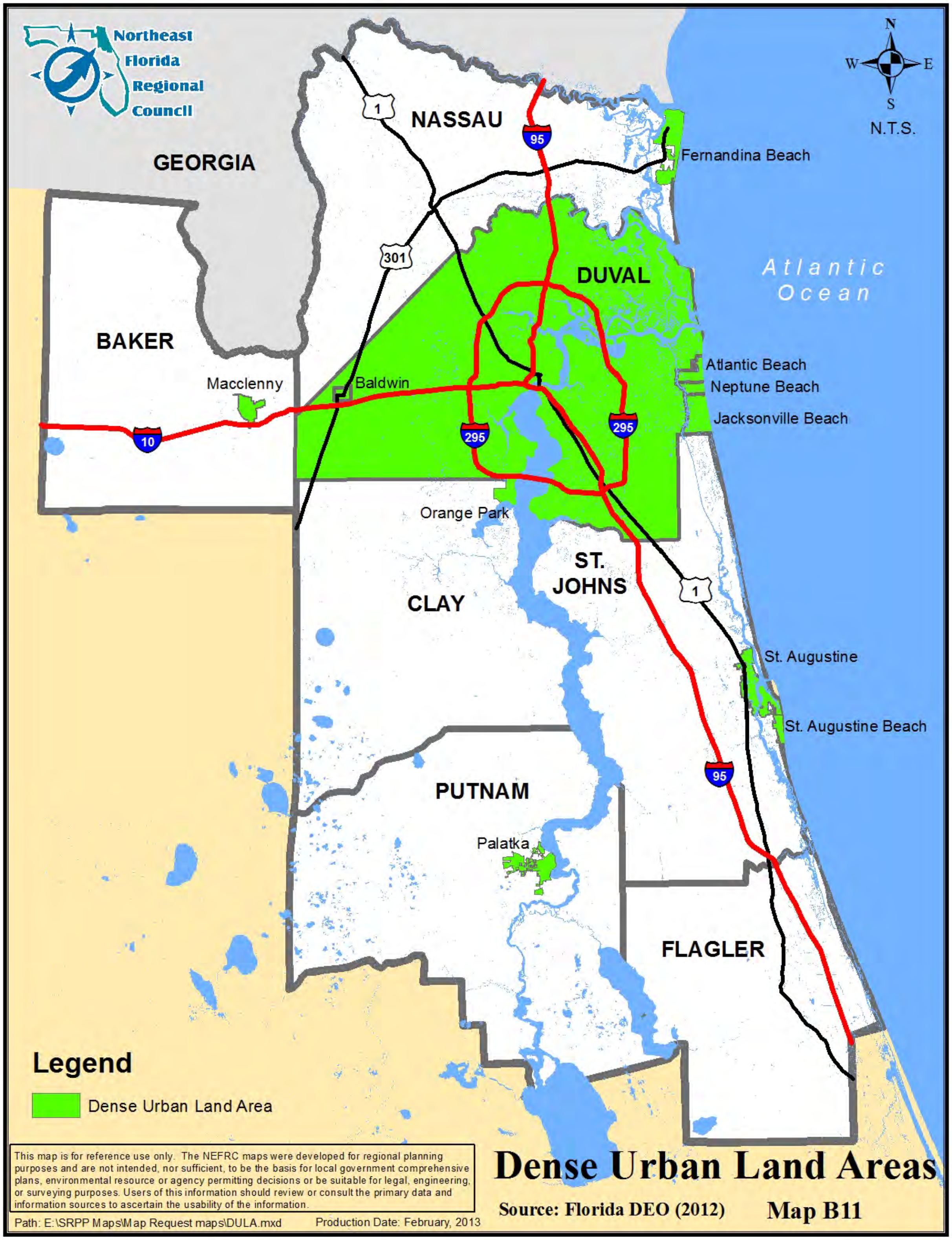
[2] *Source: Shimberg Center Florida Housing Data, 2009*

Figure 10 –Designated DRIs



Northeast Florida Regional Council

Figure 11 – Dense Urban Land Areas



The Northeast Florida Regional Council (NEFRC) uses the following methodology when assessing Developments of Regional Impact:

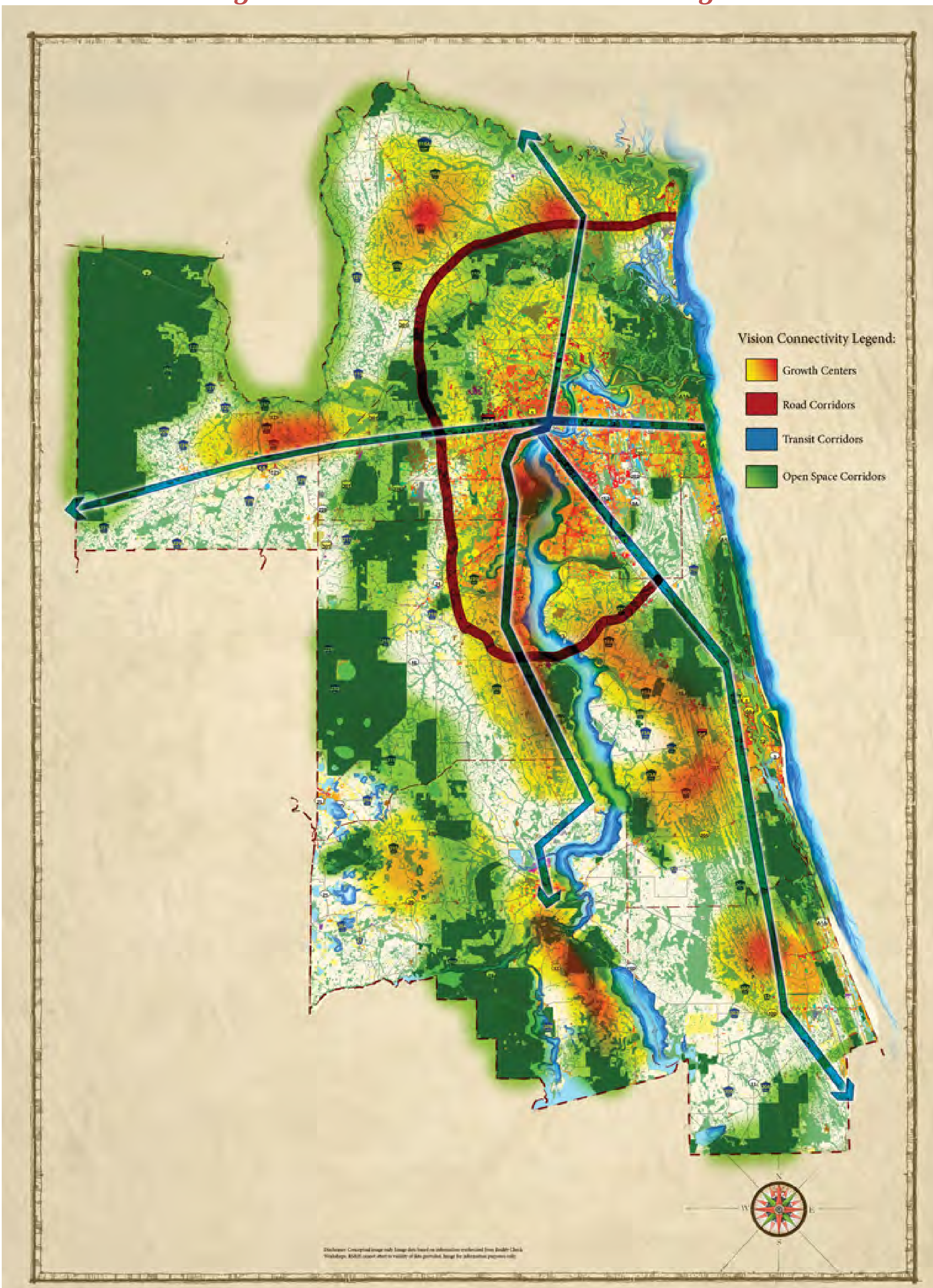
Need is determined by using the North Central Florida Assessment Methodology. Supply is determined in consultation with NEFRC. At least 5% of the residential units proposed for construction on-site must be affordable to cost-burdened families. It is the policy of NEFRC that affordable housing included in DRIs is to be built to energy star and water star standards, may not be located in *coastal high hazard areas*, and must be deed or otherwise restricted to maintain affordability in the long term.

A Regional housing needs assessment and plan is a goal of NEFRC to help guide the Region regarding housing needs.

Community Conditions

Good urban design can lead to attractive and prosperous communities which sustain natural resources, encourage pleasant human interaction, inspire beautiful buildings and landscapes, reduce premature development pressure on farmland, enhance the quality of life, encourage healthy people and neighborhoods, provide for an efficient transportation system and increase the amount of affordable housing. Through the community engagement of First Coast Vision, Northeast Florida considered the four growth patterns created at Reality Check First Coast and, based on extensive polling, chose multiple growth centers as the pattern that was preferred for growth in the Region in the next 50 years. This Strategic Regional Policy Plan encourages local governments to consider where they believe growth should go in their jurisdictions, also taking into account the Regional corridors map Figure 8 in the Transportation Chapter. By considering corridors, they increase the likelihood that growth centers will be accessible to other centers, thereby providing access to jobs and housing choice for residents. First Coast Vision includes the image included as Figure 12, which provides an example of where growth might be expected to locate in the Region by 2060. Ultimately, communities are encouraged to decide for themselves, and then keep focus on these centers so that development there increases in value to its owners and the community and infrastructure investments are directed towards support of the centers.

Figure 12 – First Coast Vision 2060 Image



Source: The firm RS & H created this image in response to the First Coast Vision Design Challenge.

STRATEGIC ISSUE: HEALTHY, MIXED-USE AND MOBILE COMMUNITIES

Similar to the Garden City movement of the early 1900s, today's Smart Growth Movement strives to reestablish development and growth principles that create sustainable, walkable communities and avoid auto-oriented urban sprawl, increased traffic congestion, disconnected streets, and neighborhood isolation. Smart Growth looks a lot like classic design, promoting growth in city centers with great amenities like parks, shops and jobs all within a short walk or commute. Smart Growth supports designs that are compact, transit-oriented, and pedestrian and bicycle friendly. Several communities as well as large cities have incorporated smart growth principles into their plans and are already reaping the benefits. Some proven benefits of Smart Growth include a healthier environment, increased safety, improved public health, reduced traffic, and a better sense of community.

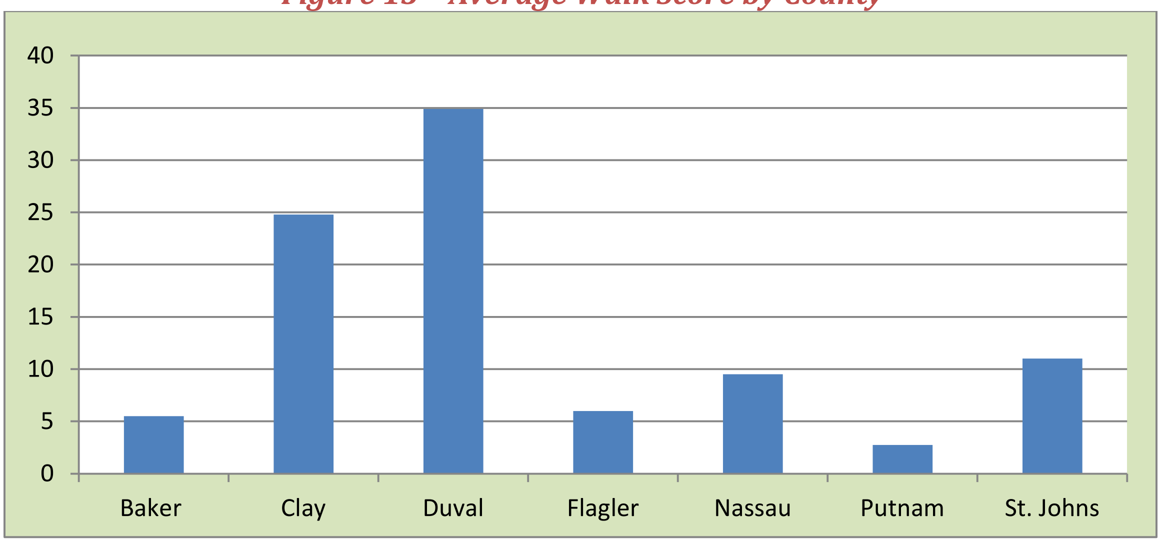
Recent research has shown that approximately 30% of those interested in the housing market are interested in compact and walkable mixed-use urban neighborhoods.[3] Higher density mixed use developments allow residents to live, work, and play in the same district, reducing commute times, or the need to drive, providing people more productive or recreational time. Transportation can take up a large portion of family income. In Northeast Florida, an average of 20.9% of a household's income is spent on transportation.[4] This is a daunting number, especially for low-income residents.

Within a smaller community, residents may be able to walk or bike to their destination rather than drive a short distance in the automobile. In order to encourage this healthier choice, certain design standards need to be implemented to make bicyclists and walkers comfortable in the Florida weather. Wide sidewalks lined with shade trees are of utmost importance. Numerous crosswalks and paths to interconnect the streets and increase accessibility are also crucial. Finally, placing public parks and civic destinations within close proximity of one another (five minute walking radii between each) will increase the desire to walk to destinations in place of driving. Having the opportunity and convenience of walking to local parks and businesses will increase the physical activity of residents. The increase in walking can decrease the rates of chronic conditions like diabetes and obesity in Northeast Florida. 10.4% of adults in northeast Florida have diabetes and 27.4% of adults in northeast Florida are considered obese.[5]

[3] *Source: National Association of Realtors and Smart Growth America, 2004 Survey*
[4] *Source: Enterprise Florida and Shimberg Center Florida Housing Data, 2010*
[5] *Florida CHARTS – Florida Behavioral Risk Factor Data, 2010 – www.floridaCHARTS.com*

Communities can review how walkable they are by looking at their "*walk score*". A community's *walk score* comes from the website www.walkscore.com. The user can enter in a location and the website will calculate a 0-100 score based on how close amenities such as shopping, restaurants, and libraries are located. The *walk score* for every zip code in northeast Florida was entered into the website. The chart below shows the average *walk scores* for each County. Downtown Jacksonville, San Marco, and Riverside all have *walk scores* in the 70s. These three neighborhoods are considered very walkable according to walkscore.com. In the city limits of Jacksonville, only 9% of people live in homes with *walk scores* above 70. Suburban areas like Mandarin and Julington Creek have *walk scores* of 27 and 26, respectively. These are car dependent scores, meaning driving is usually necessary to accomplish daily errands. Allowing or incentivizing transit-oriented development in appropriate locations is one way for local governments to encourage walkable development. The chart below shows the average walk score for each County. The Region as a whole had an average *walk score* of 20.2 in 2012

Figure 13 – Average Walk Score by County



Source: www.walkscore.com

STRATEGIC ISSUE: VALUE COMMUNITY ASSETS

The Region's local communities are the base and foundation upon which the entire Region stands. Every County in the Region has special attributes that make it special, from historic St. Augustine and Fernandina Beach to the agricultural areas of St. Johns and Putnam Counties to the urban downtown of Jacksonville.

The inventory and preservation of historic resources is essential to the historic heritage of the Region. Preservation and reuse of old buildings often makes economic and environmental sense. Figure 14 illustrates the Designated Historic Districts in the Region, according to the Florida Department of State – Division of Historic Resources. This is just a subset of resources that are significant to Northeast Florida and the preservation of its rich history.

Reuse of land as development and infill sites makes sense, as they make use of existing infrastructure. "Brownfield" sites are abandoned industrial and commercial facilities that are available for redevelopment, and are perceived to raise environmental issues. Local governments in the Region are using existing federal and state programs to determine if there is cleanup required on these sites, to implement their clean-up if necessary and to put them back into constructive use. NEFRC may help local governments in these efforts in the future.

STRATEGIC ISSUE: HOUSING FOR THE LONG-TERM

To create housing for the long-term, homes need to be designed with everyone in mind, young, old, and disabled. A term for this is *universal design*. *Universal design* is a design that allows accessibility to homes for the widest range of people (able-bodied and physically challenged) operating in the widest range of situations without special or separate design. Examples of universal design include wide interior doors and hallways, ground level entrances with no stairs, and handles for doors and drawers that require no gripping or twisting to operate.

COMMUNITIES AND AFFORDABLE HOUSING SUMMARY

The trend for affordable housing is in the wrong direction for our poorest citizens, as the number and overall percentage of households spending more than 30% of their income on housing is increasing, as are costs associated with living in the Region, such as utilities. Transportation costs must also be considered, as the lack of mobility options and the separation of jobs from housing often means that owning a car is prerequisite to holding a job in Northeast Florida.

The RCI Affordable Housing Committee also made observations based on their experience in the Region. They found the foreclosure crisis has hit the Region hard. The increasing foreclosure rate is exacerbated by unemployment and causing disinvestment and decay in some parts of the Region that are least able to rebound. There are also shortages in some housing sectors. Despite a large amount of relatively affordable housing units and some very successful Community Development Corporations, there are not enough units to serve very low income, seniors, or disabled residents. There are also few financial tools to get these residents into homes.

Despite these challenges, Northeast Florida housing is a resource in its own right. The price points for housing are consistently low in comparison to the rest of the state, with much available stock in the lower, middle, and high price ranges, and price points have declined overall from 2005 to 2009. Traditionally the Region has a low cost of living with a diverse economic base as an attractor to residents. The construction industry, with all trades needed for residential construction represented has been healthy here. Historically, local builders and local banks have provided financial tools for many people to secure home ownership.

Key to success in maintaining the housing in the Region as a resource is maintaining the political will to insist that a wide range of housing is needed to meet all income levels and times of life. If we lose sight of this objective as the economy recovers, we will have squandered one of the few positive opportunities presented by the recession.

Schools in the Region are both an asset and a liability. Some Counties in the Region have excellent schools, which become a part of the decision as to what neighborhood to live in. If the selected neighborhood has good schools but few job opportunities, the pattern of long commutes is perpetuated. For those who already live in the Region, many also experience a lack of options in finding jobs near their homes. Often service jobs are located in exclusive areas, where service workers cannot afford to live.

REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES

Northeast Florida's historic communities are significant resources for tourism, economic development and quality of life. Figure 14 shows the Florida Department of State Division of Historic Resources-designated historic districts in the Region. The map is just an illustration and may not include all such resources or facilities.

Figure 14 – Regionally Significant Designated Historic Districts

OBJECTIVE AND POLICIES

OBJECTIVE: IMPROVE QUALITY OF LIFE AND PROVIDE QUALITY PLACES IN NORTHEAST FLORIDA

Policy 1: The Region promotes the resiliency of communities and encourages retrofit of existing structures and new construction to increase safety and energy efficiency. Developments of Regional Impact or other projects meeting the guidelines and standards adopted in Section 380.0651(3), Florida Statutes, shall be constructed in accordance with development standards that focus on durability, water and energy conservation, reduction in waste, and high environmental safety standards.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 2: Local governments are encouraged to inventory resources of historical significance, and to share that list through the *Regional atlas*. Once identified, local governments are encouraged to consider preservation programs and to offer incentives for preservation, to mark historic heritage areas and to restore and use historic buildings and districts where appropriate.
Pillar: Quality of Life and Quality Places, SCP: 187.201(18)(a)F.S.

Policy 3: Local governments are encouraged to offer incentives or make development easier in areas appropriate for infill and redevelopment.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 4: Downtowns are important parts of the Regional community. Downtown Jacksonville is the Regional downtown, and the Region as a whole has an interest in its success. The Region supports revitalizing downtowns as important element of communities. The Region supports local government efforts to revitalize them and keep them vibrant.
Pillar: Quality of Life and Quality Places, SCP: 187.201(16)(a)F.S.

Policy 5: Local governments are supported by the Region in efforts to identify, assess, clean up, and reuse brownfield sites.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 6: The Region encourages the creation of housing and supportive infrastructure for all of our citizens, including our aging population, veterans, and those with special needs. When such development is designed, it recognizes the linkage between the location of these facilities, access to mobility options and community building that ensures that these facilities are part of the community and not isolated from it.

Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 7: The NEFRC through its partners and *Regional atlas*/data clearinghouse encourages mechanisms to incentivize the construction of affordable housing, including allowing for flexibility to accommodate lifestyle choices that include smaller or more communal living.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 8: The Region values the availability of lifestyle and livelihood choice, including agricultural, rural, suburban and urban.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 9: Each local government is encouraged to provide affordable and work force housing, using the parameters of its choosing and based on its needs, while considering that each community in the Region includes residents at all income levels and communities are strengthened when they bring these together; the community is diverse socially and economically providing all residents with the opportunity to thrive. Each local government is encouraged to inventory affordable and workforce units in their jurisdiction and to share this information through the *Regional atlas/*data clearinghouse.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 10: NEFRC and its partners will include data in the *Regional atlas* that addresses the amount of affordable housing in each County. This information will be based on the amount of units that might be rented or sold at a rate that represents no more than 30% of the median annual household income in the County Region. With this data, NEFRC will develop a Regional, affordable housing needs plan. Inclusion of the plan or a successor plan will be considered in the next update of the SRPP.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 11: The NEFRC uses the following methodology to assess Developments of Regional Impact: Need is determined by using the East Central Florida Assessment Methodology. Supply is determined in consultation with NEFRC. At least 5% of the residential units proposed for construction on-site must be affordable to cost-burdened families. It is the policy of NEFRC that affordable housing included in DRIs is to be built to energy star and water star, or similar standards, should direct housing away from or mitigate for housing located in *coastal high hazard areas*, and must be deed or otherwise restricted to maintain affordability in the long term.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

OBJECTIVE: CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN

Policy 12: NEFRC considers impacts to resources of regional significance and extra jurisdictional impacts as it reviews consistency with the SRPP. Local governments and proposers of projects should include best available data gathered using professionally acceptable methodology in support of their proposals, sufficient to determine impacts. Where mitigation is proposed, using strategies outlined in local government policies or plans, the SRPP or a combination is encouraged.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(15)(a)

COMMUNITIES AND AFFORDABLE HOUSING MEASURES

Local Governments in Northeast Florida were surveyed and asked whether certain types of development are subject to regulation; are encouraged with incentives; or are subject to both regulation and incentive offers. Figure 15 shows the results of the 34 local governments (7 Counties and 27 municipalities) polled. 22 completed the survey in early 2012.

Beginning with the 2013 survey, local governments will be asked if they have identified the areas in their communities appropriate for new growth or redevelopment as identified in the Affordable Housing and Communities Goal.

Figure 15 – Local Government Survey Responses

	REGULATIONS	INCENTIVES	BOTH
Identified Growth Centers *(survey begins in 2013)*			
Universal Design	2	4	0
Building or retrofitting affordable housing	2	6	4
Building or retrofitting at higher densities	3	3	2
Mixed Use Development	12	2	3
Historic Preservation	8	2	2
Infill and Redevelopment	5	3	3
Building or retrofitting to LEED[6] Standards	0	4	1
Building or retrofitting to FGBC[7] Green Building Standards	0	4	1
Transit-oriented Development	4	1	1

Source: NEFRC 2012 Local Government Survey

Figure 16 – Households Spending 30-50% of Income on Housing

Households spending between 30% and 50% of their income on housing	91,794 (15% of Region's households in 2009)

Source: Household Demographic Data: Shimberg Center for Housing Studies at the University of Florida, 2012

[6] *Leadership in Energy and Environmental Design, a certification of the US Green Building Council*
[7] *Florida Green Building Certification, a certification from the Florida Green Building Coalition*

Figure 17 – Households Spending More Than 50% of Income on Housing

Households spending over 50% of their income on housing	55.694 (9% of Region's households in 2009)

Source: Household Demographic Data: Shimberg Center for Housing Studies at the University of Florida, 2012

Figure 18 – Number of Substandard Units

Number of substandard housing units	27,546

Source: 2008-2010 3-Year Estimates of Selected Housing Characteristics, 2010 American Community Survey

Figure 19 – Regional Walkscore

Regional Average Walkscore	20.2

Source: www.walkscore.com

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Economic Development

TABLE OF CONTENTS

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ECONOMIC DEVELOPMENT TRENDS AND CONDITIONS

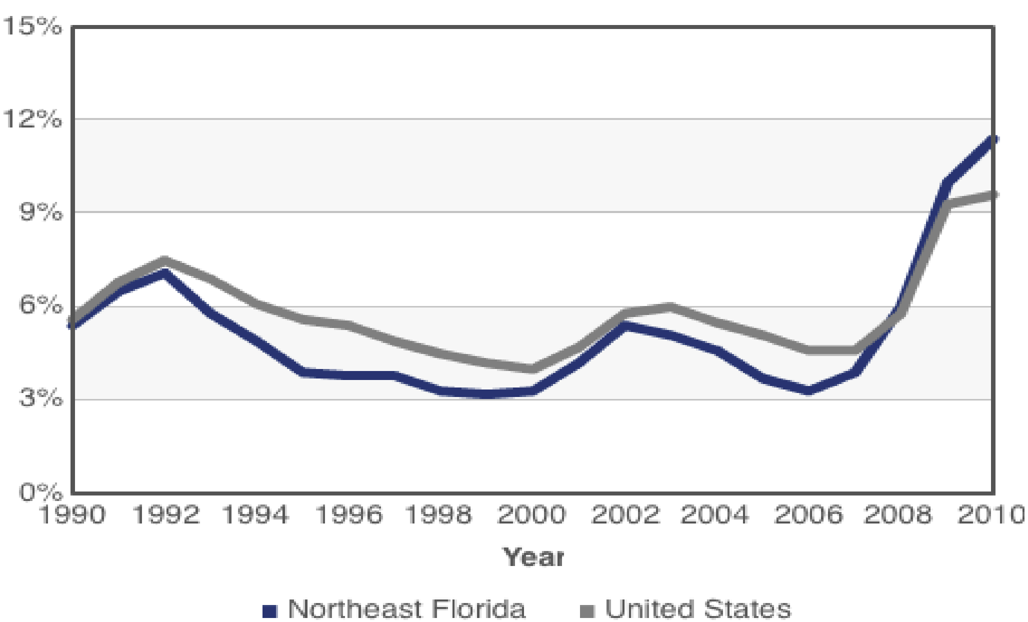
NOTE: The trends, conditions, and policies included in this element are from the recent study Innovate Northeast Florida and in the Northeast Florida Comprehensive Economic Development Strategy. NEFRC, its partners, and the Region are united in efforts to implement a single comprehensive economic development strategy. Sources may be found in the original plans.

STRATEGIC ISSUE: ECONOMY AND GROWTH TRENDS

(Excerpted from Innovate Northeast Florida, http://innovatenortheastflorida.Com/Reports/)

Since the start of the recession in 2007, both population and employment growth have dropped to US levels. Like the US, Northeast Florida lost jobs every year from 2008-2010, contracting at an average annual rate of -3.1%. In 2009, net migration, previously the largest share of population growth, fell to 13% of 2006 levels. Over the past two decades, the unemployment rate in Northeast Florida remained consistently below U.S. levels until the current recession. The Northeast Florida unemployment rate was 10.3% in September 2011. This rate was down from the annual average of 11.4% in 2010 but remains the third highest among benchmark regions and above the US average of 9.1%..

Figure 1 – Unemployment Rate, Northeast Florida vs. US



Between 1990 and 2007, despite some small variations, the number of unemployed workers in Northeast Florida remained relatively stable, growing only 1% as the total population grew 12%. Following the onset of the recession, the number of unemployed workers exploded. The number of unemployed grew from a low of 24,000 in April 2007 to a peak of 91,000 in July 2010.

INCOME

The median household income in the Jacksonville metro area was noticeably higher than the U.S. average before the onset of the recession, but has since lost its gains. Median household income in the Jacksonville metro peaked in 2008 at $54,000 and 105% of the U.S. median household income of $52,000. Since 2008, median income levels have declined more quickly in Jacksonville than the U.S., falling to $50,300, only slightly above the U.S. level of $50,100.

Figure 2 – Median Household Income, 2005-2010

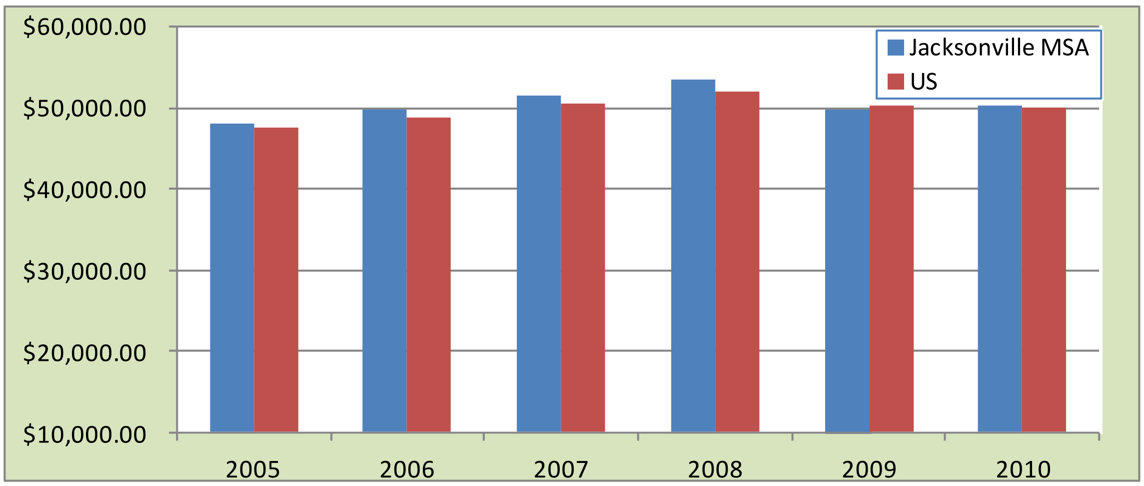
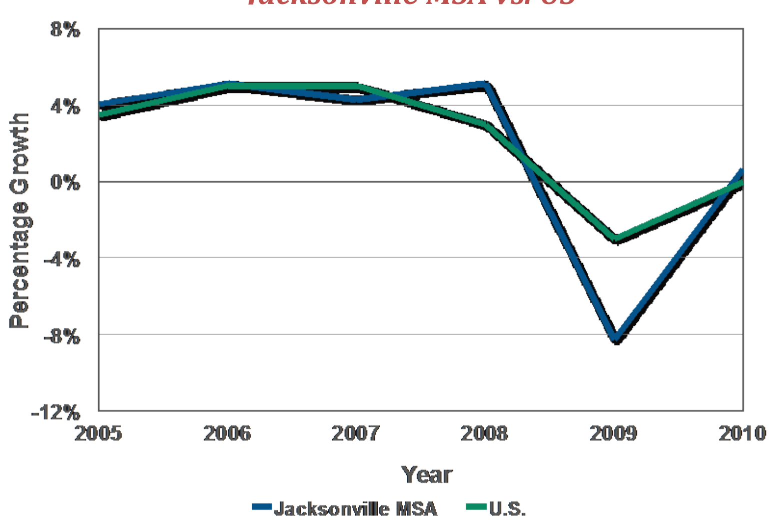


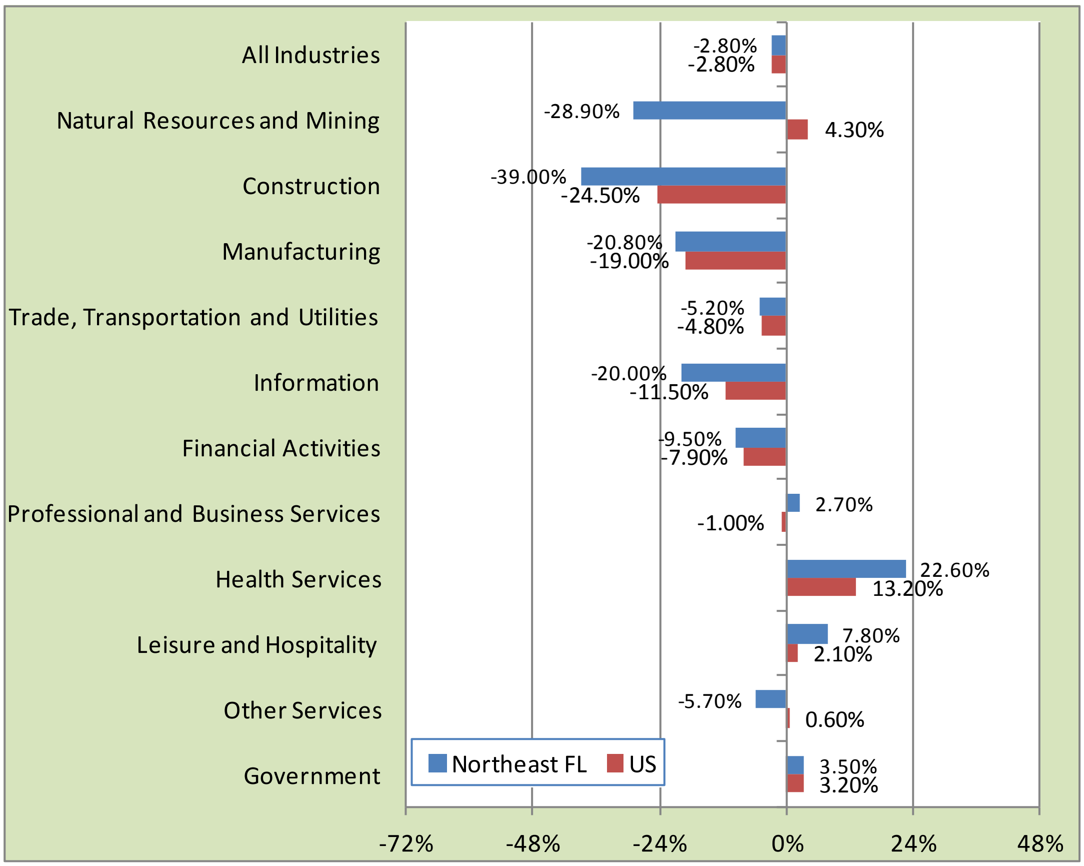
Figure 3 – Median Household Income Growth, 2005-2010
Jacksonville MSA vs. US



STRATEGIC ISSUE: REGIONAL INDUSTRIES

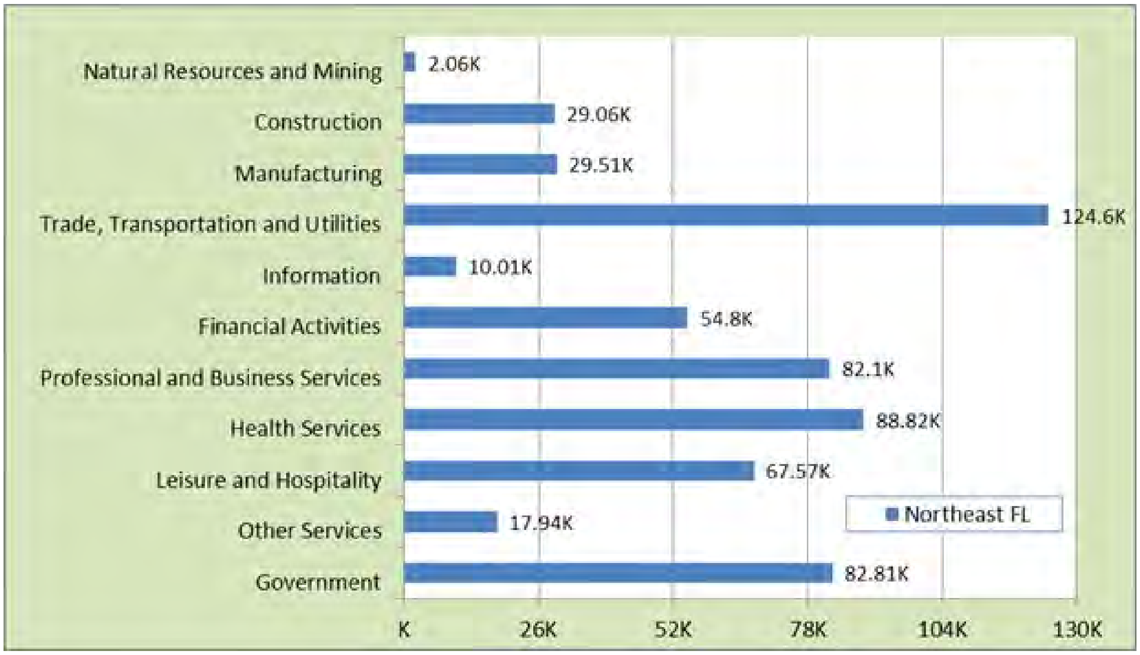
Four of the largest five industries in Northeast Florida have outpaced U.S. growth rates since 2005. The top five industries by employment in Northeast Florida are Trade, Transportation and Utilities; Health Services; Government; Professional and Business Services; and Leisure and Hospitality. Of these, only Trade, Transportation, and Utilities lost jobs over the period. Health Services, the second largest regional industry, was the top performer over the period, growing 23% locally compared to 13% nationally. Leisure & Hospitality and Government both grew more rapidly locally than nationally and only Professional & Business Services grew in Northeast Florida (3%) while contracting in the U.S. (-1%). Although there are variations among industries, overall, Northeast Florida's industry growth rate is on par with the U.S. average (-2.8%).

Figure 4 – % Growth, Employment, 2005-2010
Northeast Florida vs. US



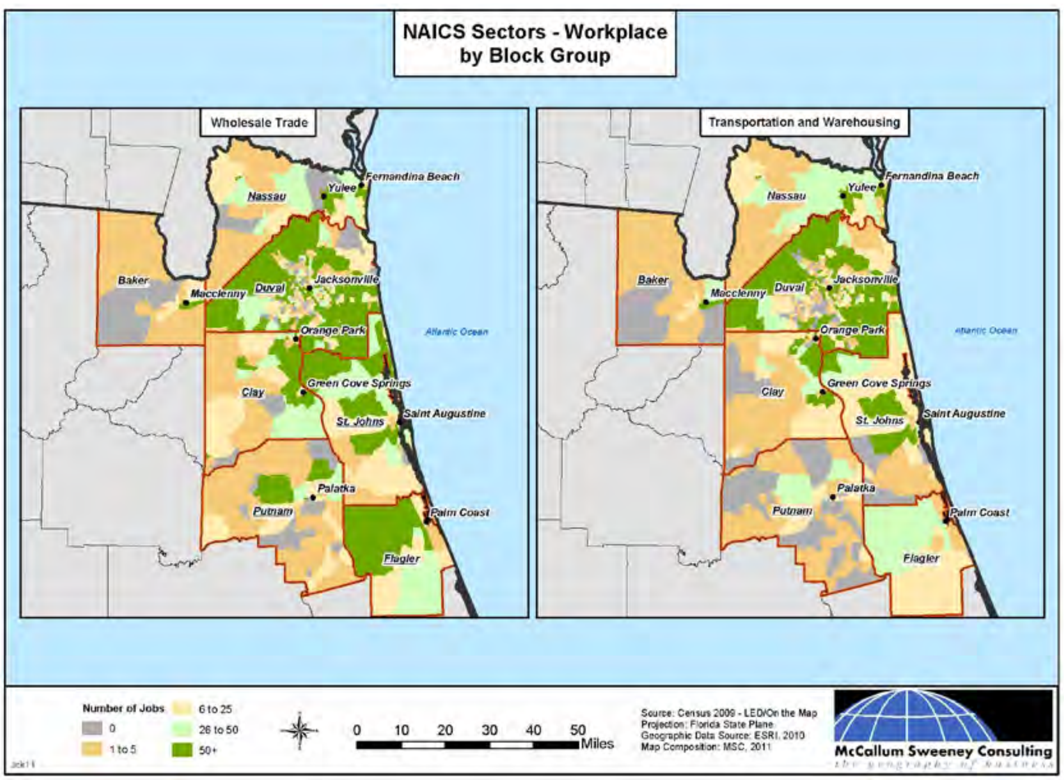
Source: REMI Policy Insight 9.0

Figure 5 – Employment by Industry, 2010, Northeast Florida



Source: REMI Policy Insight 9.0

Figure 6 – Location of Workplaces in Transportation and Trade



Source: US Census 2010

Shift-Share Analysis

Shift-share analysis offers a unique way to evaluate industry performance in a community.

The process splits growth into its component parts to reveal how local industry performance compares to national trends. The three components of growth are:

- **U.S. Economy Share:** The share of an industry's growth in the local economy resulting from overall growth in the U.S. economy.
- **U.S. Industry Share:** The share of an industry's growth in the local economy resulting from industry growth at the national level above and beyond overall national growth.
- **Local Industry Share:** The portion of an industry's growth in the local economy above and beyond trends in the U.S. Economy and U.S. Industry.

A hypothetical example reveals how shift-share numbers are calculated: Assume that employment in the local construction industry grew 6%, while the overall U.S. economy grew 2%, and the national construction industry grew 3%. In this situation, the U.S. Economy Share would be 2% (the actual rate); the U.S. Industry Share would be 1% (the portion above the 2% overall U.S. Economy growth); and the Local Industry Share would be 3% (the difference).

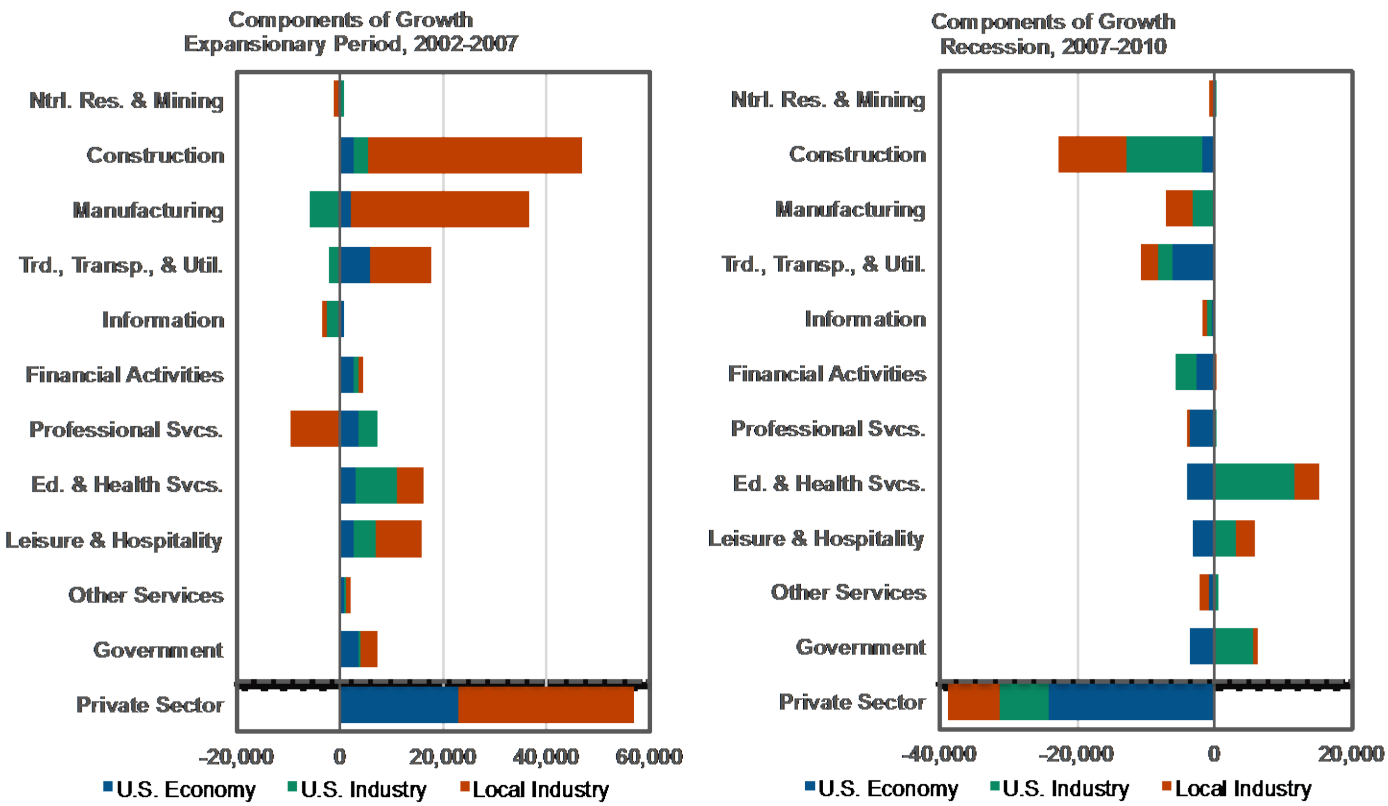
The Local Industry Share indicates relative performance of a local industry, revealing whether the local industry has been advancing or declining relative to national trends. These Share percentages can then be translated into actual jobs created to demonstrate the actual number of new jobs attributable to improvements in local competitiveness. In the shift-share charts on the following page, each industry's net employment gain is broken into the three components. These components are additive, i.e. they show how many jobs were created for each effect, and when added together, they equal the net new job creation total for the industry.

A deeper understanding of local industry competitiveness is critical to determining a region's core competitive advantages. Positive employment growth in a local industry such as Health Services may appear to be something to be celebrated, but shift-share analysis might show that this growth is more of an indication of national trends than local improvement in competitiveness. Similarly, a shrinking local industry may actually be performing better than national trends but feeling the influence of industry dynamics beyond local control.

The shift-share analysis in the following charts displays the positive and negative growth effects of the three components for Northeast Florida. The orange bars are the most important part of the analysis, indicating the Local Industry Share and when job changes are due to local performance.

Due to significant economic shifts related to the national recession, the Shift-Share Analysis was broken into two time periods: the five years of growth leading up to the U.S. recession (2002-2007) and the recessionary period (2007-2010).

Figure 7 – Shift Share Analysis, Northeast Florida, 2002-2010



For the pre-recession period (left chart above), we notice that local effects (orange bars) have had a significant effect on positive job growth in many industries, accounting for 60% of private sector job creation from 2002-2007. Construction and Manufacturing had the largest share of locally competitive job creation, followed by Trade, Transportation & Utilities, and Leisure & Hospitality. Regional strengths in manufacturing stand out in particular, where local competitive advantage accounted for 95% of jobs created. Professional Services was the industry most negatively affected by job losses due to local performance.

During the recession period (2007-2010), only three sectors saw positive job gains, and most industry losses were more attributable to U.S. effects than local performance. The Construction industry lost the most total jobs during this period and was most negatively affected by poor local performance. Education (Private) & Health Services and Leisure & Hospitality both enjoyed job growth due to positive U.S. trends and improved local performance.

In summary, Northeast Florida performed extremely well across nearly all industries leading up to the recession, but has fallen faster than the U.S. overall. A telling statistic underscores this point: Northeast Florida's private sector raced ahead pre-recession by creating 35,000 more jobs than U.S. trends would dictate (improving local competitiveness), but lost 10,000 more jobs during the recession due to underperformance.

Location Quotient Analysis

Location Quotients (LQs) compare the relative concentration of an industry in a local economy with the average concentration seen at the national level. An LQ of 1.5 indicates that the local economy has 50% more jobs per capita in that industry than witnessed at the national level. An LQ of 1.0 indicates parity, and an LQ below one indicates a below-average concentration. The "bubble chart" in Figure 8 shows LQ by industry on the vertical axis. The horizontal axis shows historic growth rates for the industry, and the size of the bubble indicates the employment base of the sector.

While the shift-share analysis above examined Northeast Florida's major sectors in terms of their job growth, location quotients give us a quick snapshot of which industries are concentrated in the region. The bubble chart in Figure 8 shows the LQ of each of the major sectors on the vertical axis, the 5-year percentage growth for the industry on the horizontal axis, and the relative employment of the industry in the size of the bubble. This bubble chart will be seen again in the next phase's more detailed cluster and sub-cluster analysis.

The graph's four quadrants each tell a different story for the industry sector. While sectors in the top-right quadrant are viewed as competitive and should be priorities for talent development, sectors to the bottom-right (which are growing, but have below-average concentrations) are emerging sectors for the region. These sectors typically require special attention such as entrepreneurial assistance or new workforce training programs. We characterize each quadrant as follows:

- **Top-Right (Strong, Advancing):** A sector in the upper right quadrant is more concentrated in the region than average and also is becoming more concentrated over time due to above-average growth rates. These industries are standouts that distinguish the regional economy and are typically doing better every year. They represent immediate opportunities for economic development (a "build on your strengths" strategy). They are especially important if they are also large in terms of sheer number of jobs. Large industries in this quadrant are both important and high performing, which means they will have increasing workforce demand. Small industries in this quadrant are emerging, may have high-potential regional export capabilities, and should be developed further.

- **Bottom-Right (Weak, Emerging):** The lower right quadrant contains industries that are not yet as concentrated in the region as they are at the national level, but they are becoming more concentrated over time. If they continue this trend, they will eventually move across the horizontal axis into the upper right-hand quadrant (You can imagine a counter-clockwise swirl as emerging sectors become strong and then lose their strength as the economy shifts into another stage of the business cycle for the industry). Industries in the lower-right quadrant can also be called "emerging" industries, having the potential to contribute more to the region's economic base in the mid-term and long-term. They can be new sectors of the economy, or support sectors that are historically under-represented in the region. These sectors require special attention from economic developers, such as entrepreneurial assistance and new workforce training programs.

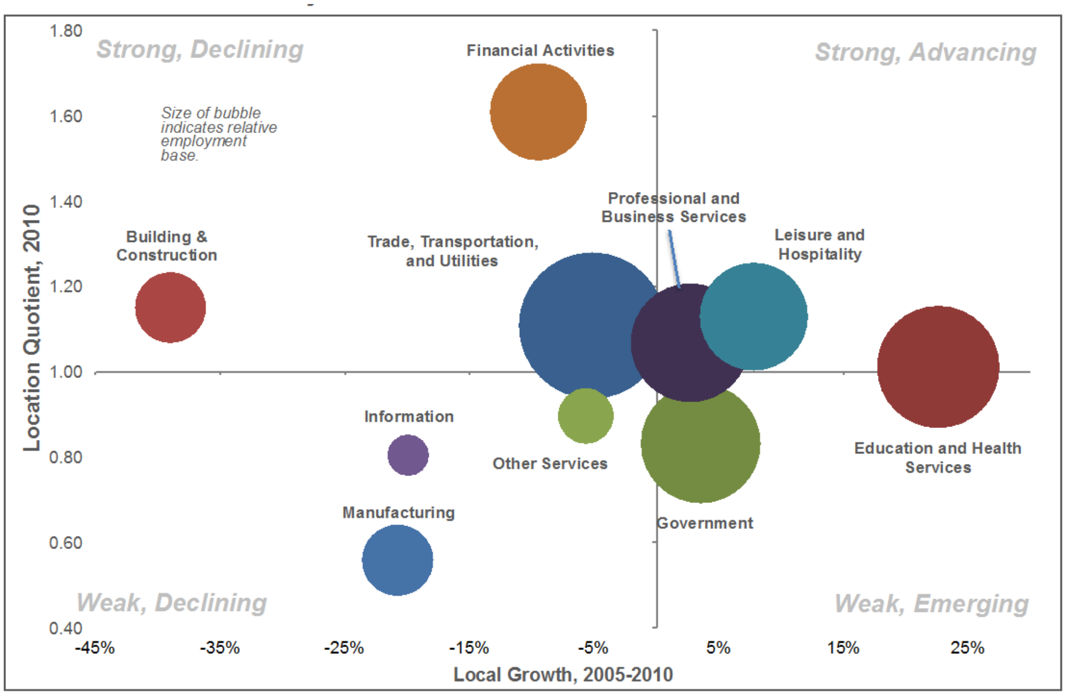
- **Top-Left (Strong, Declining):** The upper left quadrant contains industries that are more concentrated in the region than average, but whose concentration is declining due to below average or negative growth rates. If a mid-size or large industry or cluster is in this quadrant, this is an important warning that the region is losing a major part of its export base and should form planning and investment priorities accordingly, or even consider providing assistance (provided there is a reasonable expectation of long-term success). If the region does not bolster these industries or replace them with other export industries, then it will likely suffer significant job losses. A large industry in this quadrant usually indicates that layoffs are occurring and worker-transitioning programs will be needed.

- **Bottom-Left (Weak, Declining):** Finally, the lower left quadrant contains industries that are less important regionally than nationally and are declining in employment. Industries here may represent warning signs that the region needs to attract more businesses in those industries in order to maintain an economy that is sufficiently balanced and diversified in comparison to the national economy. Often, support industries can be found here that are under-represented in a community, such as Professional Services and Engineering. If industries in this quadrant offer high wages, then the community may be facing a situation where new jobs are not replacing jobs at the salaries required to sustain household income levels. In general, industries in this quadrant indicate a lack of competitiveness and should not be targeted.

Examining the chart below, we see that Financial Activities is the most concentrated cluster (highest LQ) in Northeast Florida. This sector has the 6th highest employment in the region, but the greatest concentration relative to the U.S Like the U.S., Financial Activities employment has declined over the past five years. The fastest growing industries are Education & Health Services; Leisure & Hospitality; Professional & Business Services; and Government. Despite the large military presence in Northeast Florida, Government is less concentrated locally, with an LQ of 0.83, but employment in this sector has been growing.

Manufacturing, a sector with strong local effects as demonstrated by the shift-share analysis, has a low concentration in Northeast Florida and has seen the greatest employment declines regionally after Building & Construction.

Figure 8 – Major Industries, Northeast Florida



EMERGING INDUSTRIES: TECHNOLOGY

Figure 9 – Technology Firms per 1000 jobs, 2010

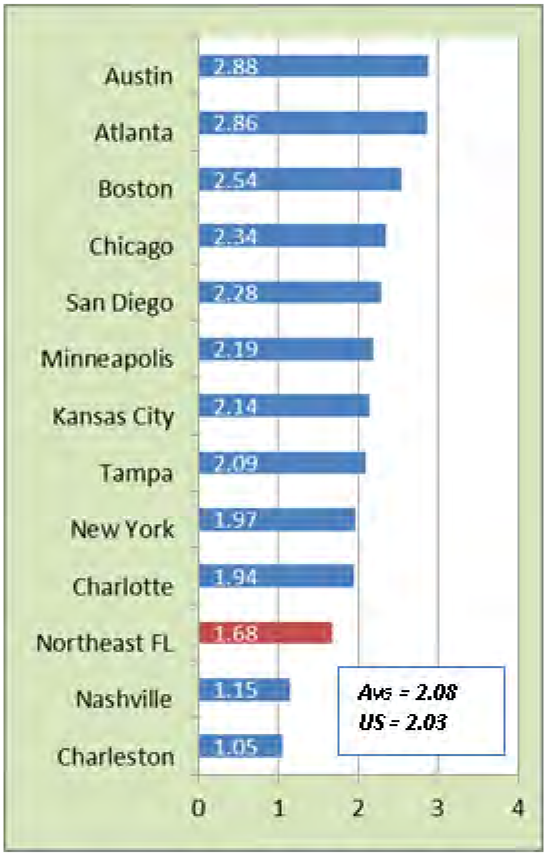
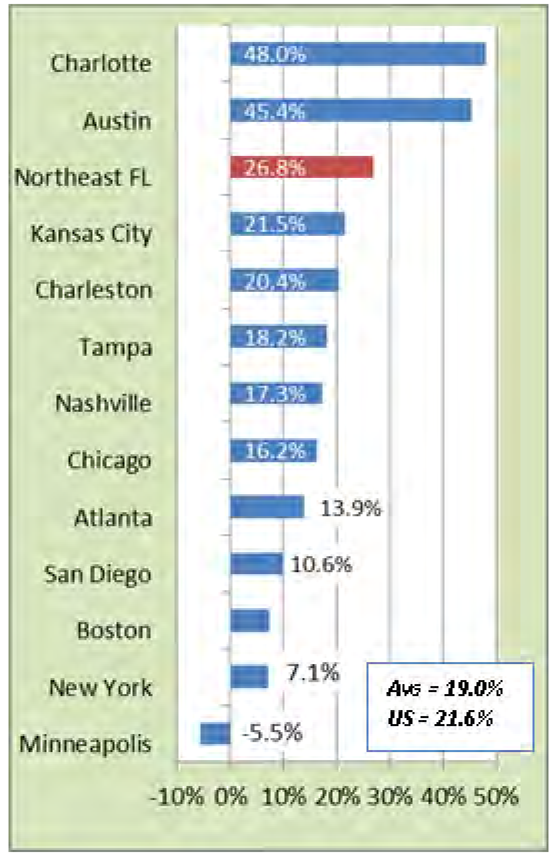


Figure 10 – Technology Industry Firm Growth, 2005-2010

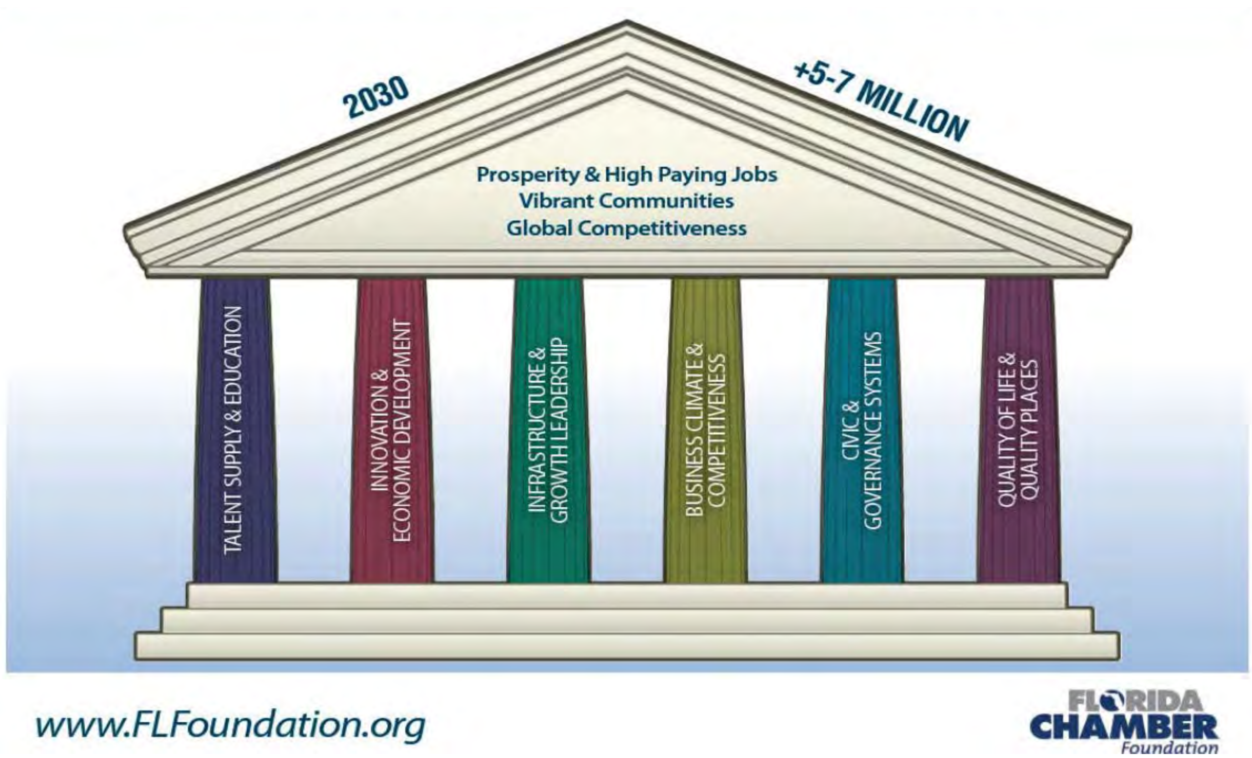


Northeast Florida has a lower than average concentration of technology firms, but the number of technology firms has been growing more rapidly than both U.S. and benchmark averages. Our definition of technology industries includes biomedical, computer equipment design and manufacturing, and software development. Northeast Florida's concentration of 1.7 technology firms per 1,000 jobs is 15% below the benchmark and U.S. average. The region ranks third from last among the benchmarks. However, a positive trend provides hope for growing the industry locally: the number of technology firms grew 27% in Northeast Florida from 2005-2010, faster than all other benchmarks besides Austin and Charlotte. This increase was large, as both net growth and percentage.

Six Pillars

The Six Pillars identifies critical factors determining Florida's future and include the six areas listed below.

Figure 11 –Six Pillars of Florida's Future Economy



STRATEGIC ISSUE: TALENT SUPPLY AND EDUCATION

(Excerpt, Innovate Northeast Florida, with graphics from Florida Department of Economic Opportunity regional stakeholders forum: http://www.floridajobs.org/materials112911/forum-specificpresentations/NortheastFL%20RPC-CEDS.pdf)

Residents of Northeast Florida have the second lowest educational attainment levels among benchmark regions and rank below both U.S. and Florida averages. Only 25% of Northeast Florida residents over 25 years old hold a bachelor's degree or higher, significantly under the benchmark average (32%). Despite low educational attainment levels relative to benchmark regions, most of Northeast Florida's lower overall level stems from a relatively small population of residents holding graduate or professional degrees (8% of regional residents compared to 10% nationally); 17% of Northeast Florida residents have a bachelor's degree, the same level as the U.S.

Additionally, 88% of Northeast Florida adult residents have a high school degree or higher, compared to only 86% in Florida and 84% in the U.S. A lower share of the recent graduate population (residents aged 18-24) have high school degrees: 82% in Northeast Florida, greater than the same population in Florida (81%) but less than the U.S. (83%). Within the region, Duval County has the greatest concentration of recent high school graduates. This concentration is likely more attributable to the presence of University of North Florida, Florida State College at Jacksonville and Jacksonville University than high graduation rates in Duval County high schools.

Figure 12 – Educational Attainment, 2010
(Pop 25+ with a Bachelor's or Higher)

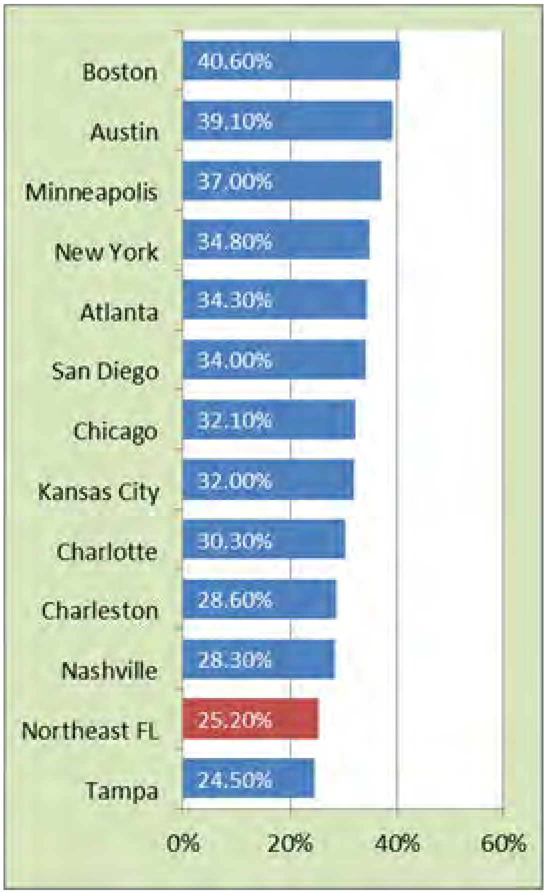


Figure 13 –High School Graduates – Recent
(Pop 18-24 – High School Degree or Higher)

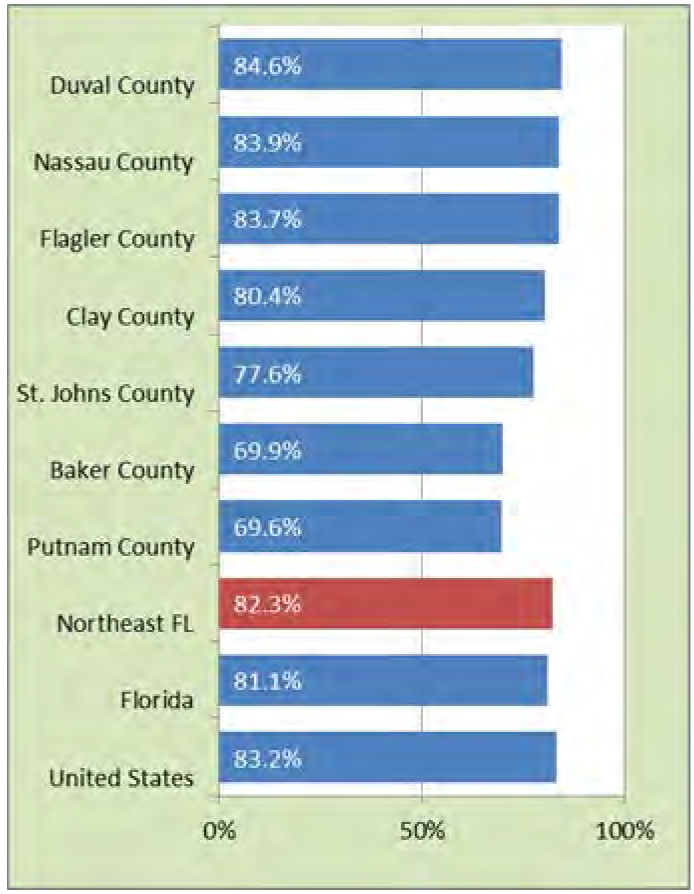
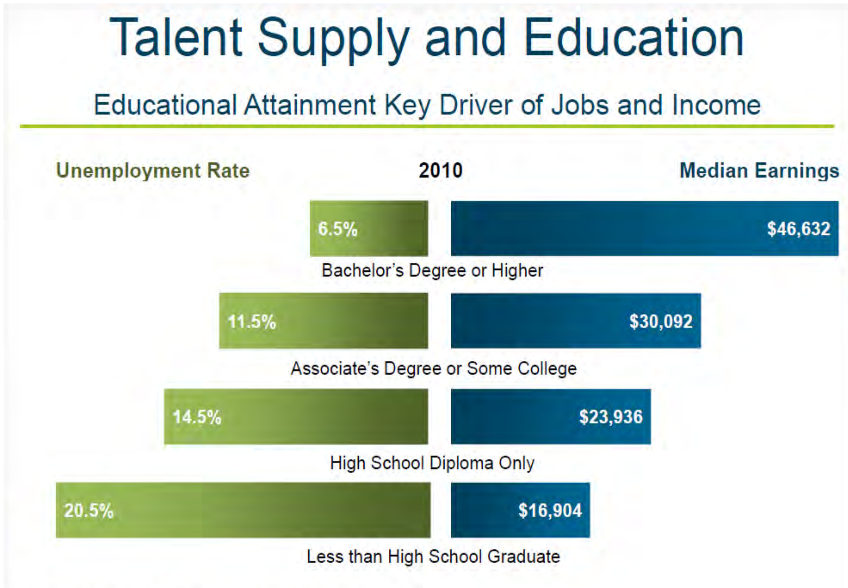


Figure 14 – Talent Supply & Education (DEO Regional Stakeholders Forum)



Source: US Census Bureau, American Community Survey

STRATEGIC ISSUE: INNOVATION AND ECONOMIC DEVELOPMENT

Despite employment losses in recent years, Northeast Florida has seen high growth in the micro firms employing fewer than 10 employees. Northeast Florida has seen significant growth in micro firms in terms of both absolute numbers and relative growth. The region saw the creation of 1,700 new micro firms from 2004-2009, above the benchmark average of 1,200. These new firms represented a 6.4% growth rate, nearly double the benchmark average growth in micro firms (3.7%) and significantly above the U.S. rate of 0.7%.

Note: This data includes all incorporated businesses, whether a headquarters, branch location, or franchise.

Figure 15 - Growth in Micro Firms, 2004-2009 (Fewer than 10 Employees)

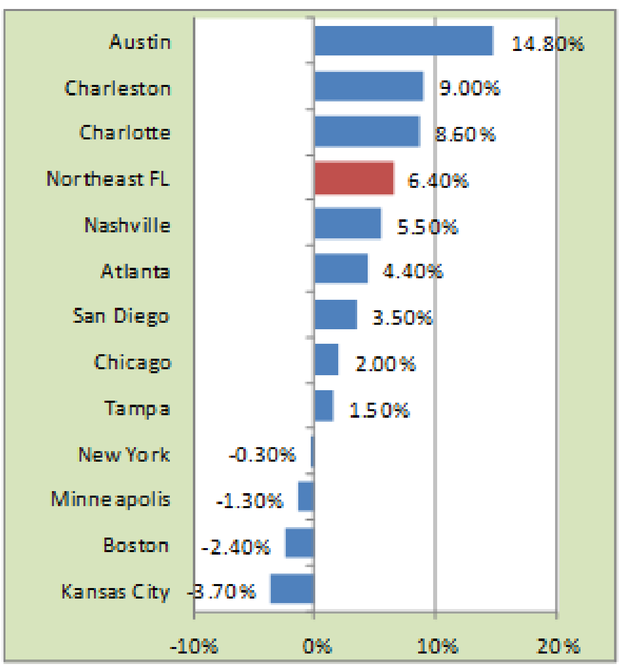


Figure 16 –Net New Micro Firms, 2004-2009 (Fewer than 10 Employees)

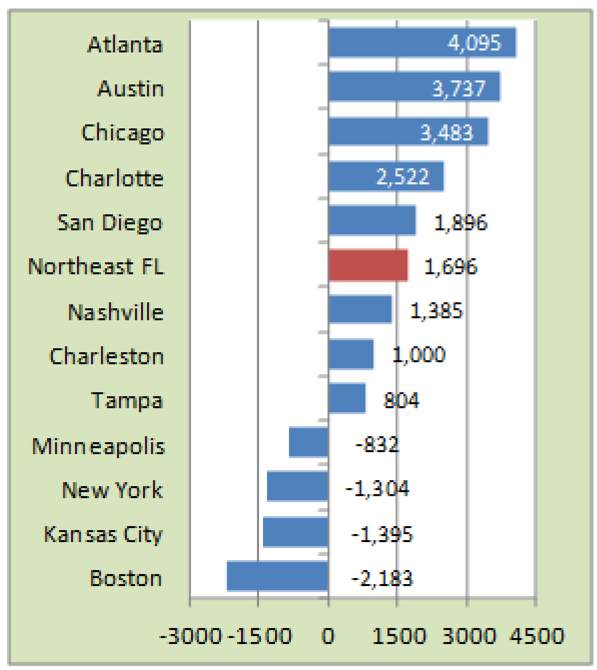


Figure 17 – Florida's Innovation Hubs (DEO Regional Stakeholders Forum)

Source: InfoUSA; Florida Division of Colleges & Universities, Foundation for Independent Higher Education

STRATEGIC ISSUE: INFRASTRUCTURE AND GROWTH LEADERSHIP

(Excerpt, Innovate Northeast Florida, with graphics from Florida Department of Economic Opportunity regional stakeholders forum: http://www.floridajobs.org/materials112911/forum-specificpresentations/NortheastFL%20RPC-CEDS.pdf)

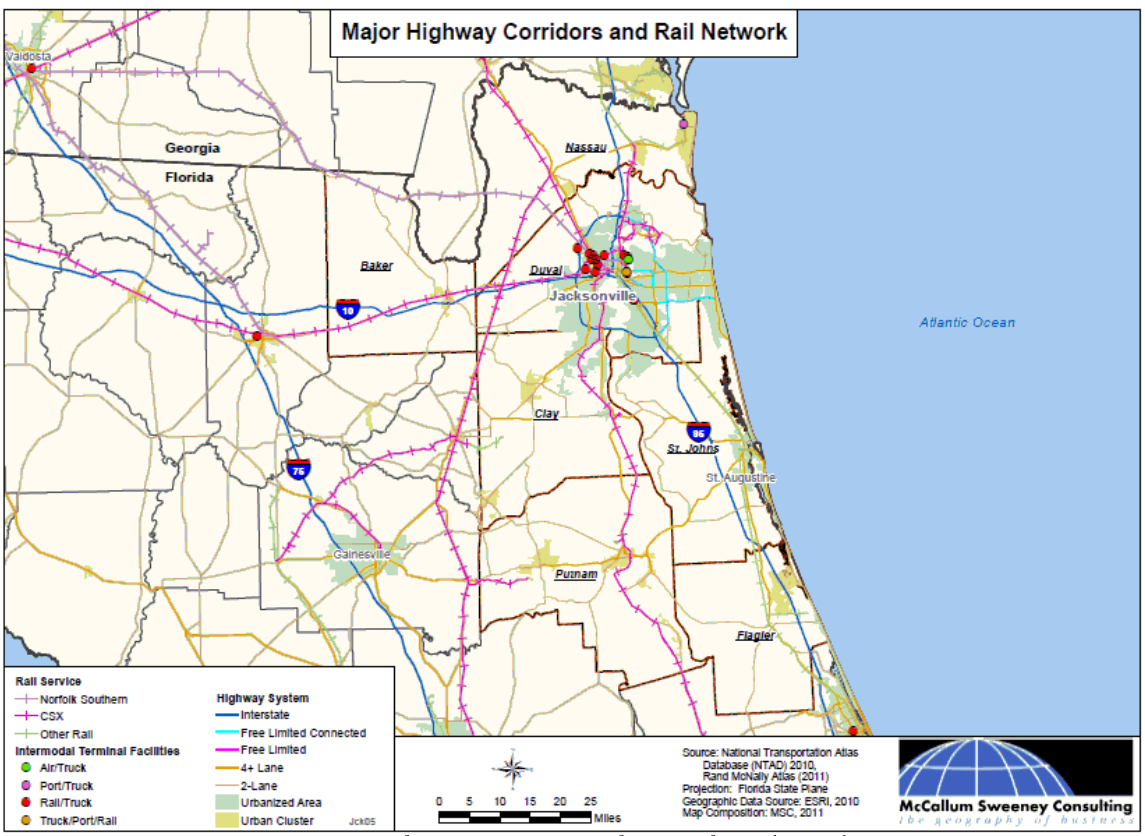
Highway and Rail

Northeast Florida is blessed with excellent transportation connectivity with three Interstates (I-10, 1-95 and I-75 within 50 miles of the I-295 perimeter beltway) and three major railroads, two of which are Class I carriers* (CSX Corporation*, Norfolk Southern*, and RailAmerica.) Both CSX Corporation and RailAmerica have their headquarters in Jacksonville, FL. As such, both are very in-tune with the economic development activities that affect their respective businesses from both a system-wide perspective as well as local-level. As involved and concerned corporate citizens, they are more than just transportation companies.

An interesting fact, from a transportation and logistics standpoint, is that Northeast Florida is on the same longitude as Cleveland, OH. This means reaching major markets in the Southeast, and the Nation's heartland in the Midwest is as close, if not closer, than most of the other ports along the East Coast. In addition, the Florida market is a large market for consumer goods, which results in a constant flow of shipments into the region. This translates into a very competitive back-haul opportunity for companies that serve the Eastern United States. Unfortunately, this fact is lost on many prospects unless they are intimately involved in the transportation business and provides a competitive advantage for other industries impacted by logistics delivery time and cost.

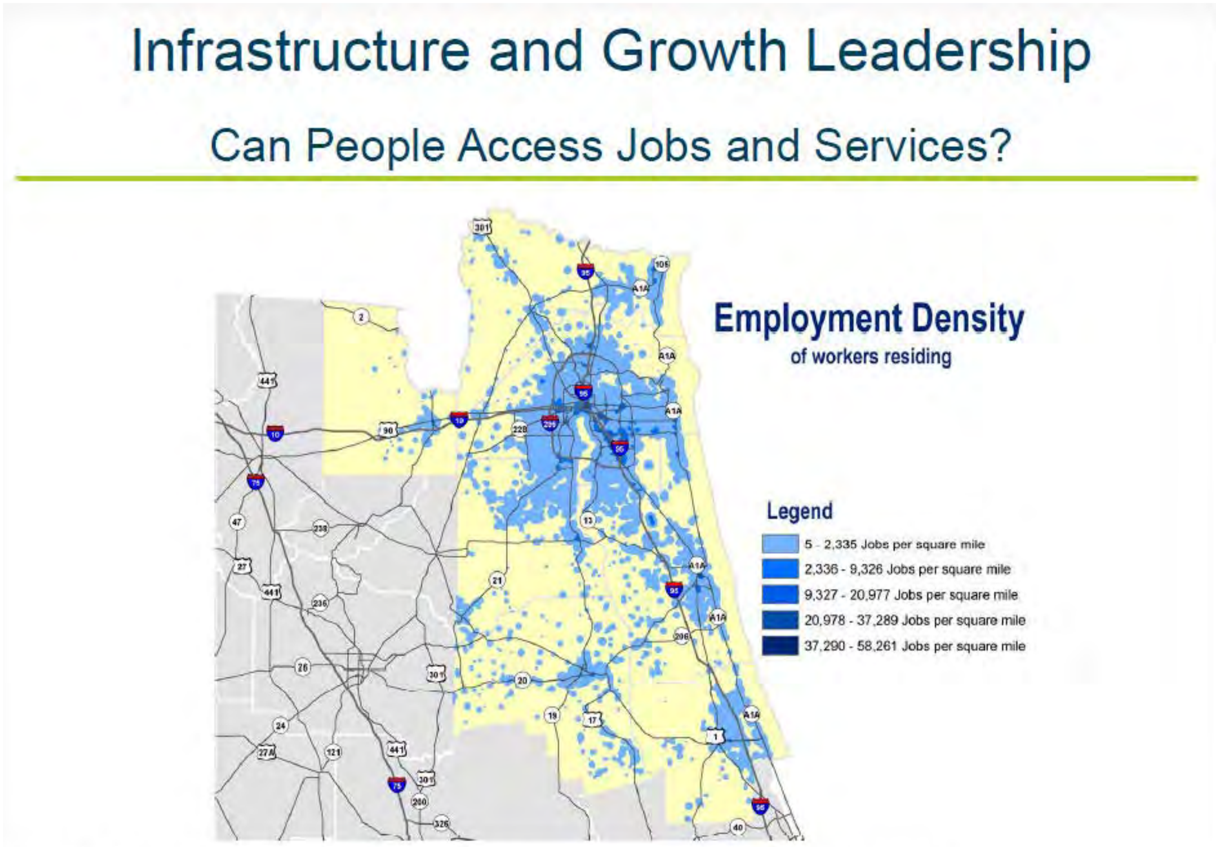
Because of the intersection of rail and interstate systems, along with the presence of the two deep-water ports and four marine terminals, the region is becoming one of the premier intermodal locations in the U.S. for container transport. Transportation and logistics is an important part of Northeast Florida's economy—both today and in the future. Anticipated growth in the sector will put additional strain on local highway infrastructure and will require improvements to transportation arteries in and out of the region. Advanced transportation planning will be required for the region going forward.

Figure 18 – Major Highway Corridors & Rail Network



Source: National Transportation Atlas Database (NTAD), 2010

Figure 19 – Infrastructure & Growth Leadership
(DEO Regional Stakeholders Workshop)



Source: US Census Bureau LEHD

Air Service

The following are the airports, both military and civilian, in Northeast Florida.

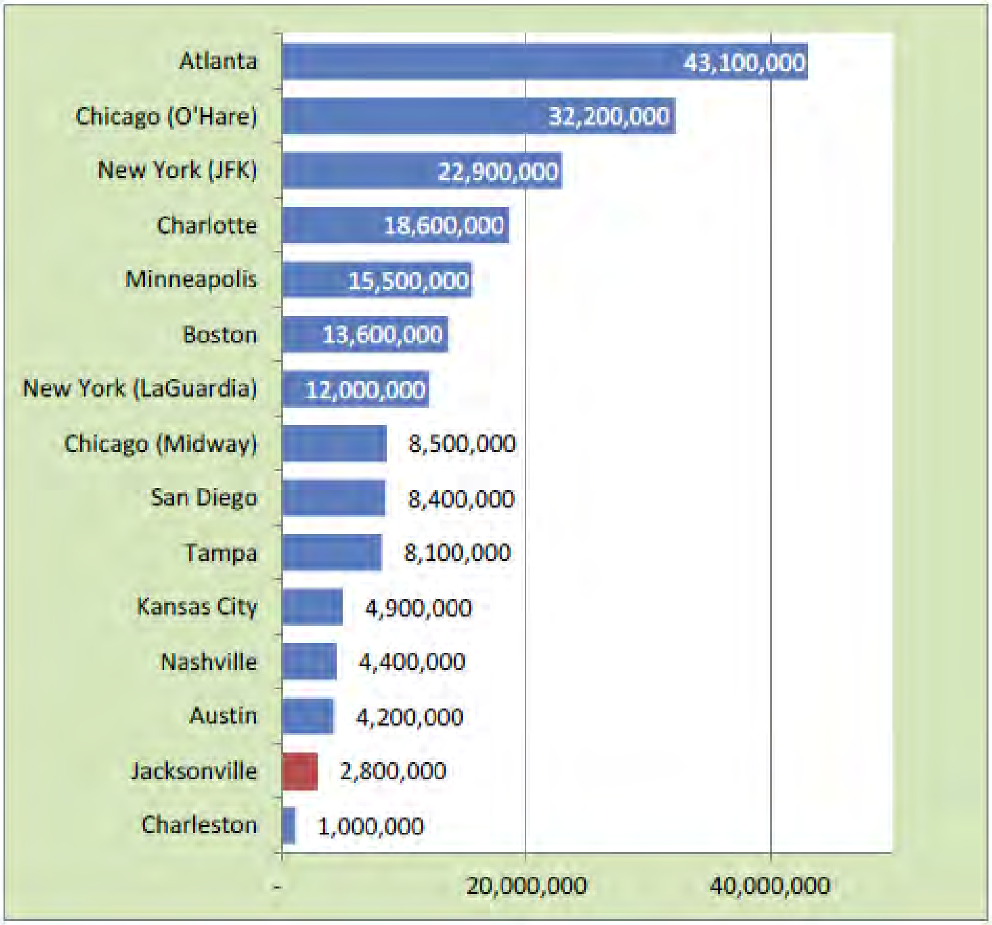
Figure 20 – Northeast Florida Airports

FACILITY NAME	LOCATION
Camp Blanding (State Military)	Clay County, FL
Cecil Field	Jacksonville, FL
Fernandina Municipal Airport	Fernandina Beach, FL
Flagler County Airport	Bunnell, FL
Herlong Airfield	Jacksonville, FL
Hilliard Airpark	Hilliard, FL
Jacksonville Executive At Craig Airport	Jacksonville, FL
JIA	Jacksonville, FL
Kay Larkin Airport	Palatka, FL
Keystone Airport	Starke, FL
NAS Jacksonville (Military)	Jacksonville, FL
Naval Station Mayport (Military)	Jacksonville, FL
Northeast Florida Regional Airport	St Augustine, FL
Outlying Field Whitehouse (Military)	Jacksonville, FL
Reynolds Industrial Airpark	Green Cove Springs, FL

Source: NEFRC

Jacksonville International Airport (JAX) offers affordable domestic flight fares – much more so than the benchmarks examined. Coupled with relatively low air traffic, the airport offers easy access in and out. However, the lack of direct flights is a concern for many of the region's employers. The airport has direct flights to twenty-three U.S. markets, but the low number of flights per day limits overall accessibility. The presence of Southwest Airlines will be viewed favorably by prospects considering the region and will act as a buffer against future price increases overall. Jacksonville does not currently have any direct international flights.

Figure 21 – Airport Passenger Traffic



Air Cargo

Major airfreight companies operating out of Jacksonville International Airport (JAX) provide 24-hour domestic and worldwide service with an outstanding distribution network. There is adequate space (airside airfreight ramp of close to 800,000 square feet) capable of accommodating five B-747s simultaneously as well as up to eight smaller aircraft during peak loading periods. To date, the Jacksonville Aviation Authority (JAA) has more than tripled the amount of covered air cargo space at the airport to 215,000 square feet. With the air cargo space available, the excellent rail and highway connections, JAX's foreign trade zone (number 64), and the U.S. federal inspection service in the airport's International Arrivals Building, JAX is a top distribution facility in the southeast.

The possibility of building an air cargo facility at the Cecil Field industrial park presents a unique opportunity for the region. Funding has been appropriated to study the possibility, and if the study comes back favorably, the JAA will actively undertake funding to develop a dedicated air cargo hub and invest in the facility with warehousing, office space, and parking as well as other business development opportunities. If the JAA moves ahead with investing in heavy air cargo facilities, there is more than adequate space to accommodate any design for any type of prospect and project.

Figure 22 – Air Cargo Traffic

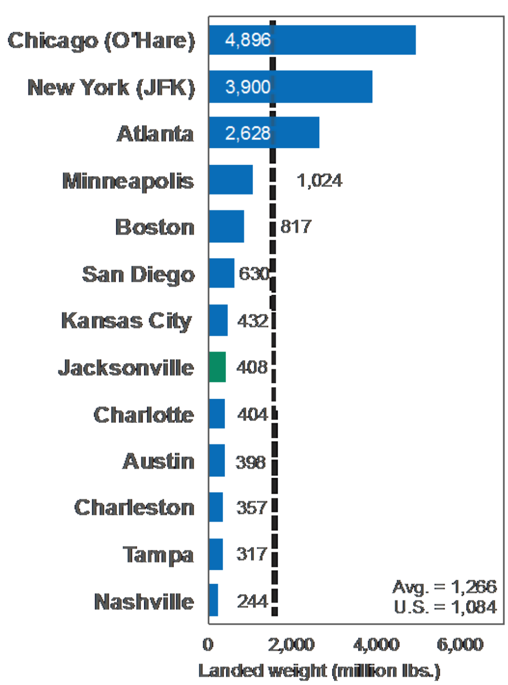
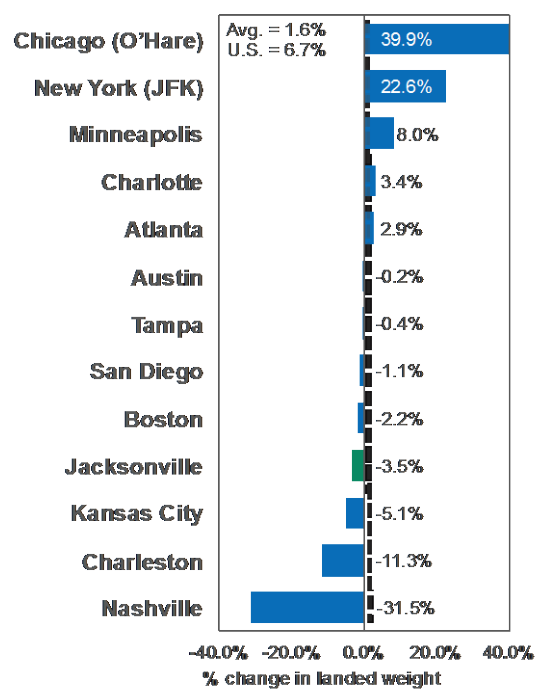


Figure 23 – Growth in Cargo Traffic



Seaport

As the largest deep-water port in the South by acreage, JAXPORT is Florida's major commercial and transportation center. It is an important wholesale distribution hub for the southeastern United States, especially for automobiles. JAXPORT handles the third largest volume of waterborne container traffic (857,000 TEUs in 2010) among the six benchmarks with seaports. Container traffic has increased 10% at JAXPORT from 2005-2010, higher than the benchmark average growth of 6.2%.

A unique aspect of the port in Jacksonville is the presence of the military. Jacksonville has the third largest military presence in the U.S., with three military facilities in the area and the Naval Submarine Base located nearby in Kings Bay. Naval Air Station Jacksonville employs about 23,000 civilian and military personnel. Naval Station Mayport is the third largest concentration of the U.S. Naval fleet, and it can accommodate 34 ships and all types of U.S. military aircraft. Blount Island Command, a Marine Corps Base, supports rapid deployment activities for personnel and supplies. The Florida Air National Guard 125th Fighter Wing is also located at the JAX International Airport.

Figure 24 – Waterborne Container Traffic

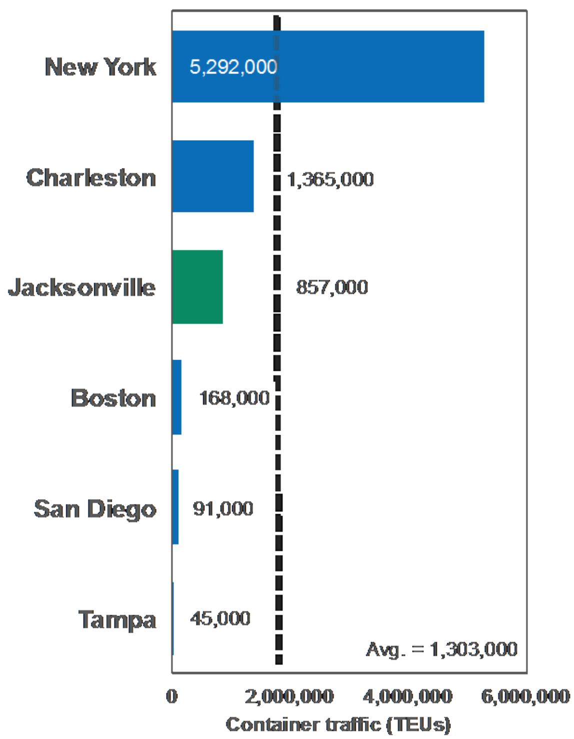
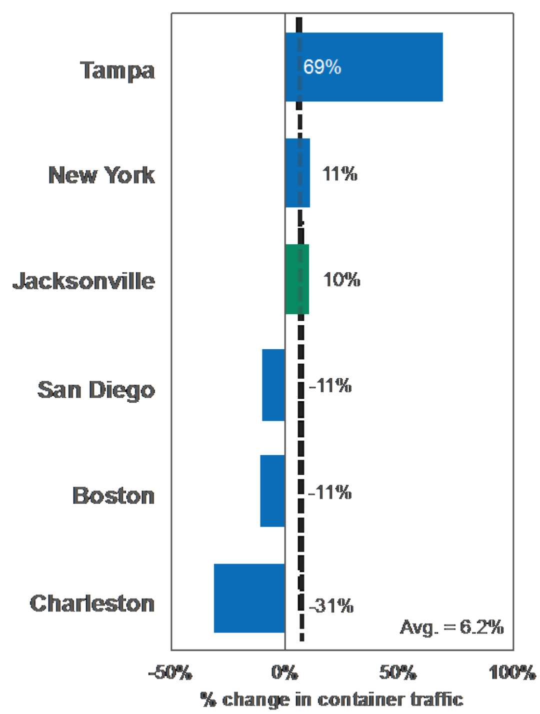


Figure 25 – Growth in Container Traffic

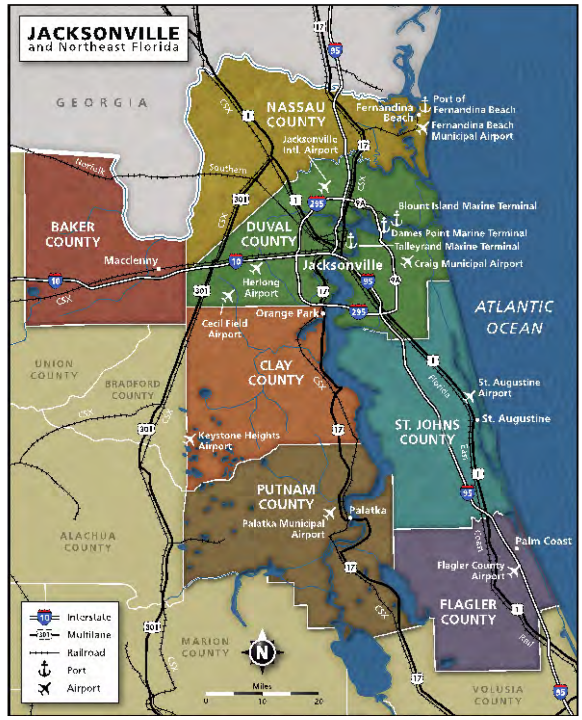


Northeast Florida Regional Council

Below are each of the terminals available at JAXPORT as well as the Port of Fernandina. The charts to the right illustrate container traffic in the benchmark regions with seaports.

JAXPORT's *Blount Island Marine Terminal* is a 754-acre container terminal and one of the Country's biggest centers for handling vehicles in the United States. It also handles break-bulk and general cargo. With a total 6,600 linear feet of berth space, the terminal includes a 240,000-square foot transit shed and a 90,400 square foot Container Freight Station. The JAXPORT facility offers quick access to several major highways, including I-95 (running along the U.S. East Coast) and I-10 (running through the southern United States). The terminal is served by on-dock rail run by the CSX Corporation.

Figure 26 – Location of Port Terminals



The 173-acre *Talleyrand Marine Terminal* has 4,780 linear feet of berthing space and features 40-feet of deep-water. The Talleyrand Marine Terminal handles containers, break-bulk, liquid bulk, and general cargo as well as imported automobiles. Break-bulk cargo includes steel, paper, lumber, and chilled and frozen goods. Liquid bulk cargo includes vegetable oil and turpentine. This JAXPORT terminal has 160,000-square feet of transit-shed space capable of handling cargo in ambient, refrigerated or freezer conditions. It also has a 553,000-square foot warehouse for a range of cargo that includes rolls of specialty papers and newsprint. Talleyrand Terminal Railroad, Inc. manages on-dock rail services with connections to the Norfolk Southern and CSX railroads. It is also located near Interstates 95 and 10.

The 586-acre *Dames Point Marine Terminal* is the newest marine facility at JAXPORT. The Dames Point terminal handles containers, bulk cargo, and cruise vessels. Located on the harbor's main shipping channel, it is 11.8 miles from the Atlantic Ocean. The Dames Point Marine Terminal offers more than 4,291 linear feet of berthing space with a depth alongside of 40 feet. The 158-acre TraPac Container Terminal is located here, serving vessels from Japan's Mitsui OSK Lines and other container carriers that travel ports throughout Asia. JAXPORT's TraPac terminal offers modern infrastructure and facilities that include two 365.8-meter cargo berths. Also at this facility, the South Korean shipping line Hanjin Shipping Co. plans to open a new 89-acre container terminal adjacent to the TraPac terminal. The Dames Point Marine Terminal also includes sites that handle bulk aggregate materials.

The *Port of Fernandina* is located along a western inlet off Fernandina Beach on the Amelia River (Nassau County). It is a natural deep-water port 45 minutes from dockside to open ocean with a channel depth of 47 feet and dockside depths of 36 feet. The Port of Fernandina provides terminal service to more than 15 pulp and paper mills located throughout Florida and the Southeast. Fernandina also supports a number of independent container lines serving Venezuela, Columbia, Ecuador, the Dominican Republic, Haiti, Jamaica, Aruba, and Bermuda. The port offers an 11-acre container yard capable of stacking 3,200 TEUs including refrigerated units (up to 144 units). Intermodal connectivity is available from CSX Rail with short line service from First Coast Railroad. Road connections include SR-A1A to I-95 and SR301 to I-10.

AGRICULTURE

(Excerpt, Comprehensive Economic Development Strategy at http://www.firstcoastvision.com/Adopted_CEDS.html)

Agriculture plays a large and important part in the economies of both Florida and the Region. According to the 2011 Florida Agriculture by the Numbers report published by the Florida Department of Agriculture and Consumer Services, in 2010:

- Florida had 47,500 commercial farms, utilizing 9.25 million acres to continue to produce a variety of food products;
- Florida ranked first in the United States in the value of fresh market snap beans, fresh market tomatoes, cucumbers for fresh market, bell peppers, squash, sweet corn and watermelons;
- Florida ranked first in the United States in the value of production of oranges, grapefruit, and sugarcane for sugar and seed; and
- Florida ranked second in the United States in value of production of cucumbers for pickles, tangerines and strawberries;

Additionally, Florida accounted for:

- 72 percent of the total U.S. value of production for grapefruit ($207 million);
- 62 percent of the total U.S. value of production for oranges ($1.2 billion);
- 52 percent of the total U.S. value of production for sugarcane for sugar and seed ($551 million as of 2009);
- 46 percent of the total U.S. value of production for bell peppers ($296 million);

- 45 percent of the total U.S. value of production for fresh market tomatoes ($631 million);
- 44 percent of the total U.S. value of production for snap beans ($135 million);
- 28 percent of the total U.S. value of production for squash ($57 million);
- 25 percent of the total U.S. value of production for sweet corn ($189 million);
- 25 percent of the total U.S. value of production for cucumbers for fresh market ($48 million);
- 23 percent of the total U.S. value of production for watermelons ($113 million)
- 22 percent of the total U.S. value of production for tangerines ($61 million);

The following table shows the net cash income of farms in 2002 and 2007. As a Region, net income for farm operators decreased by over 29 million dollars between 2002 and 2007.[1]

Figure 27 – Net Cash Income of Farms

	NET CASH INCOME (OF FARM[2] OPERATORS)		NET CASH INCOME DIFFERENCE BETWEEN 2007 AND 2002
	2002	2007	
Florida	**$1,652,232,000**	**$2,268,275,000**	**$616,043,000**
Baker County	$4,943,000	-$1,361,000	-$6,304,000
Clay County	$13,879,000	-$3,091,000	-$16,970,000
Duval County	-$3,650,000	-$3,136,000	$514,000
Flagler County	$7,044,000	$11,289,000	$4,245,000
Nassau County	$2,385,000	-$1,410,000	-$3,795,000
Putnam County	$19,663,000	$13,328,000	-$6,335,000
St. Johns County	$17,636,000	$17,269,000	-$367,000
REGION	**$61,900,000.00**	**$32,888,000.00**	**-$29,012,000**

Source: USDA 2007 Census of Agriculture
Note: Net cash income = (total sales + government payments + other farm related income) – total farm expenses

The total market value of agricultural products for the Region cannot be determined because several Northeast Florida counties did not disclose the information. However, according to the USDA 2007 Agricultural Census, for those counties within the Region that did report, the total market value of agricultural products exceeded $130 million.[3] In addition to income, in 2007, of the 379 farms within Northeast Florida that reported as having employees, total payroll exceeded 27 million dollars.[4] In 2002 and 2007, farmers in several counties in the region experienced negative net cash income. Agriculture is more sensitive than other land uses in that it requires large continuous tracts and nearby

[1] *2007 USDA Agricultural Census*
[2] *Does not include silviculture*
[3] *2007 USDA Agricultural Census*
[4] *2007 USDA Agricultural Census*

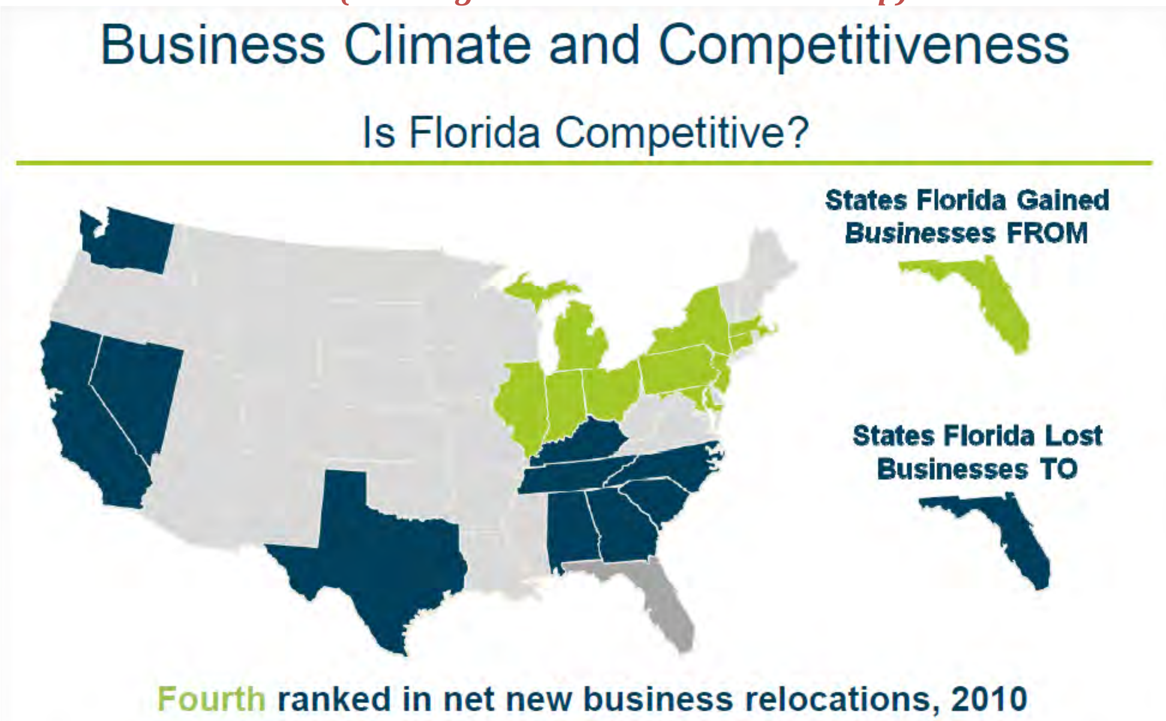
complementary uses, and care must be taken that agricultural acreage does not fall below a level that will make agriculture in the region no longer viable.

Agriculture provides benefits to the region in terms of jobs, potential for growing and consuming locally, thereby saving on transportation costs, and capitalizing on the talent and tenacity of farmers in the region. In order to keep the benefits they provide, the region and its local governments will need to find ways to make agriculture a land use with a return sufficient to prevent conversion to other uses. This can be done by incentivizing agriculture, by allowing it on publically owned lands where appropriate, by creating and retaining urban growth boundaries, and by recognizing the ecosystem value as well as the economic value for agricultural lands. The region should prioritize investments that make local agriculture more viable, such as facilities for the processing of locally grown agricultural products and industries that use such products.

STRATEGIC ISSUE: BUSINESS CLIMATE AND COMPETITIVENESS

With no personal income tax and a lower than average corporate income tax rate, Florida offers a highly competitive business tax environment. The income tax environment in Florida makes the state attractive to both individuals, particularly high-wage earners, and companies. At 5.5%, the corporate income rate is well below the benchmark average of 6.5% and the average U.S. state rate of 6.8%. Sales taxes are generally not of concern to prospective companies. High property taxes can affect a region's competitiveness, but because these rates vary greatly on a site-by-site basis, even within a metro region, and are often part of an incentive negotiation process, they are generally not examined at this scale.

Figure 28: Business Climate and Competitiveness (DEO Regional Stakeholders Workshop)



Source: Dun & Bradstreet

Historically, the State of Florida has not been strong regarding incentives, particularly for large manufacturing projects. In fact, most site selectors and potential manufacturing business prospects had the impression that Florida was content with real estate, tourism and housing industries driving the state's economy. For years, these sectors were self-sustaining with little or no incentives required. However, their fast growth and the underlying assumption that incentives were not needed for any kind of prospect (commercial, industrial or otherwise), virtually stopped manufacturing at the Alabama and Georgia borders—much to the detriment of industrial and manufacturing growth in Florida.

In addition, the time required in completing the development review process by the State's Development of Regional Impact (DRI) and Transportation Concurrency Planning and Review process virtually eliminated the creation of large industrial properties in past years. The private sector would not invest in large industrial developments due to the time and cost necessary to develop property fully, and the public sector fought its own inertia – with a few exceptions (e.g., Cecil Commerce Center in Northeast Florida). As a result, the State of Florida had two major hurdles to overcome in order to compete with the surrounding states. Add to this the fact that Georgia, Alabama, Mississippi, and South

Carolina are considered very aggressive states regarding incentives and have expedited permitting. These concerns left Florida's industrial prospects looking sparse.

Recent government actions have done much to turn both of these situations around. Of particular note is the Quick Action Closing Fund, with funding of $19 million for 2010-2011 and $24 million for 2011-2012. A bill was recently introduced and approved that enhances the state's ability to quickly react to business development opportunities in two ways. First, it cuts the required time to approve or deny requests for state incentive funds to 10 days; currently, this process can take up to 42 days. In addition, the Governor is authorized to approve incentive awards under $2 million without legislative approval or consultation. For awards from $2 million to $5 million, the Governor must simply notify the chairs and vice chairs of the Legislative Budget Commission (LBC). Awards that exceed $5 million require LBC approval. [Note: Florida's closing fund is lower than other competitor states such as Texas (originally $295 million, now the fund stands at $175 million), South Carolina and Arkansas (with funds totaling more than $200 each). It is a good first step nonetheless.

In addition, recent legislation (HB 7207) means that industrial development is no longer subject to the DRI process. The passage of HB 7207 is a major step forward in the competitive streamlining process for industrial recruitment.

Within the Region, timing to approve incentives varies and local closing funds could be improved. Positive change may be on the horizon, however. The City of Jacksonville, for example, is contemplating a Quick Action Closing Fund. The City's current approval process takes up to three months, which is out of sync with the State of Florida's more accelerated schedule. This time frame is also longer than those found in competing state and local grant programs. City and economic development leadership are currently evaluating solutions to this issue.

Other local governments in the Region are also making great strides in accessing economic development funds, streamlining permitting and review processes and reducing financial burdens to development. County governments are beginning to take an active role in economic development. County governments are beginning to take an active role in economic development. For example, both Flagler and St. Johns Counties now employ an economic development professional.

Utilities

Despite affordable water and abundant natural gas resources, Northeast Florida has higher electric rates than many benchmark regions, particularly nearby direct regional competitors. Water, power, sewer, natural gas and communications infrastructure are all important components of the decision-making process for would-be prospects, particularly for manufacturing. Water rates in the Jacksonville metro area are only 62 percent of the benchmark average, losing only to Kansas City and Chicago among benchmarks. In addition, fiber optic cable is readily available in the developed areas – though, unsurprisingly, less available in rural regions. The region has abundant natural gas availability, with two major pipelines feeding the distribution network. Gas prices are slightly higher in Florida at $9.41 per thousand cubic foot for industrial users, compared to a benchmark state average of $8.70 and the U.S. average of $5.33.

Power costs in Northeast Florida are relatively high compared to neighbors – particularly in Georgia and Alabama, who are direct competitors.

This will impact the region's ability to recruit industries that are power-intensive. At $0.077 per kilowatt-hour for industrial users in the Jacksonville metro, electricity rates are only slightly greater than the benchmark average of $0.074 but are well above other Southeastern U.S. benchmarks, such as Atlanta ($0.046 per kWh). If there are no other competitive cost advantages that can offset the higher cost of electricity, then the region will be hard pressed to successfully recruit those power intensive companies. Additionally, these costs are based on the fuel mix and existing debt structure of the surrounding utilities, with potential relief likely only possible through 2-3 year economic development riders rates or the engineering services to explore off-peak usage or efficiency initiatives.

STRATEGIC ISSUE: CIVIC AND GOVERNANCE SYSTEMS

Even the most ardent supporters of free markets recognize the role of structure in place to deliver services, set rules that organize business and society, and provide vehicles for the public to engage in, include, and change the way society works. These include things like constitutional integrity, ethics, and elections, redundancy, government spending and more.

Figure 29 – Cost of Electricity

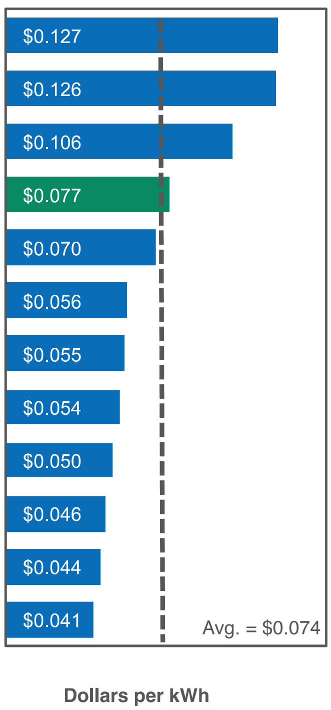


Figure 30 – Cost of Water

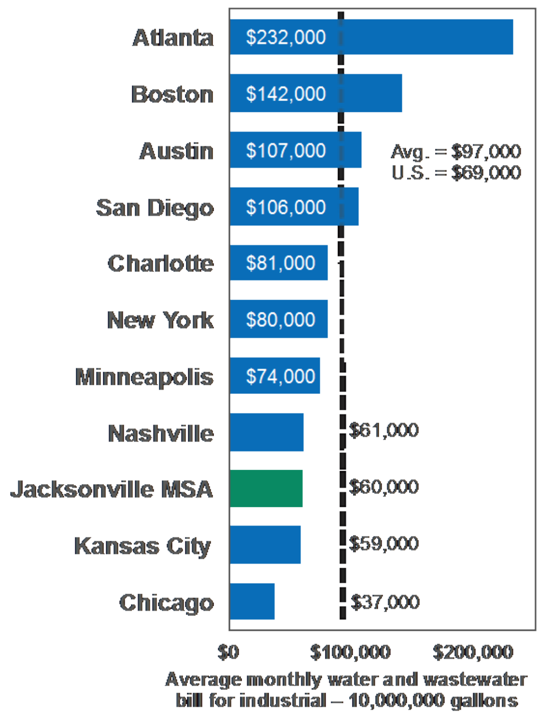
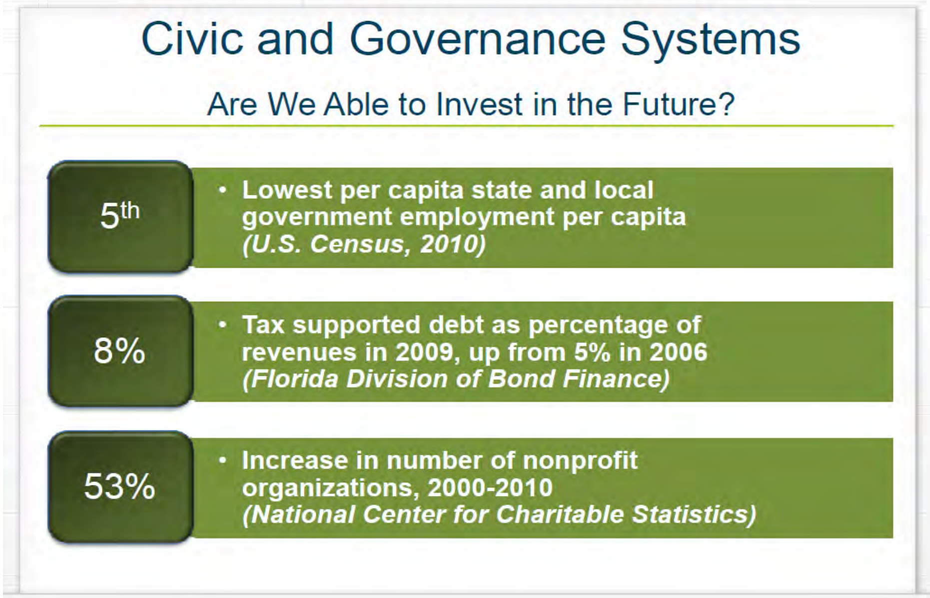


Figure 31 – Civic and Governance Systems (DEO Regional Stakeholders Forum)



STRATEGIC ISSUE: QUALITY OF LIFE AND QUALITY PLACES

The Jacksonville metro has some of the most affordable housing among benchmark regions. The National Association of Home Builders rated 80 percent of homes in the Jacksonville metro as affordable to residents earning the median income. This ranks Jacksonville homes as second most affordable among benchmarks, behind Minneapolis. The Jacksonville metro median home sales price in the second quarter of 2011 was $136,000, the second lowest price among benchmarks, just above Tampa. The greater affordability rating of Jacksonville despite higher prices than Tampa indicates that median incomes are relatively higher locally.

Companies' ability to recruit workers to Northeast Florida is strongly influenced by the affordability of the region, particularly for housing. Interviews with companies support the view that Northeast Florida offers a very compelling "product" for the money, including the climate and access to beaches.

Figure 32 – Quality of Life and Quality Places—Is Florida a Destination?

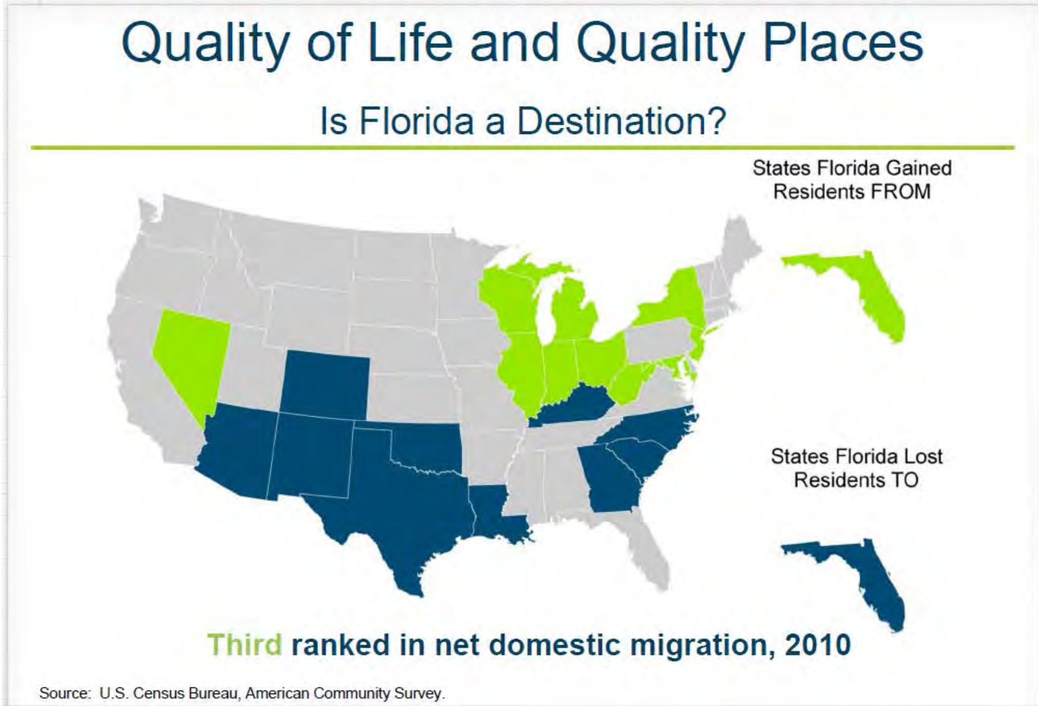


Figure 33 – Quality of Life and Quality Places—Monthly Foreclosures

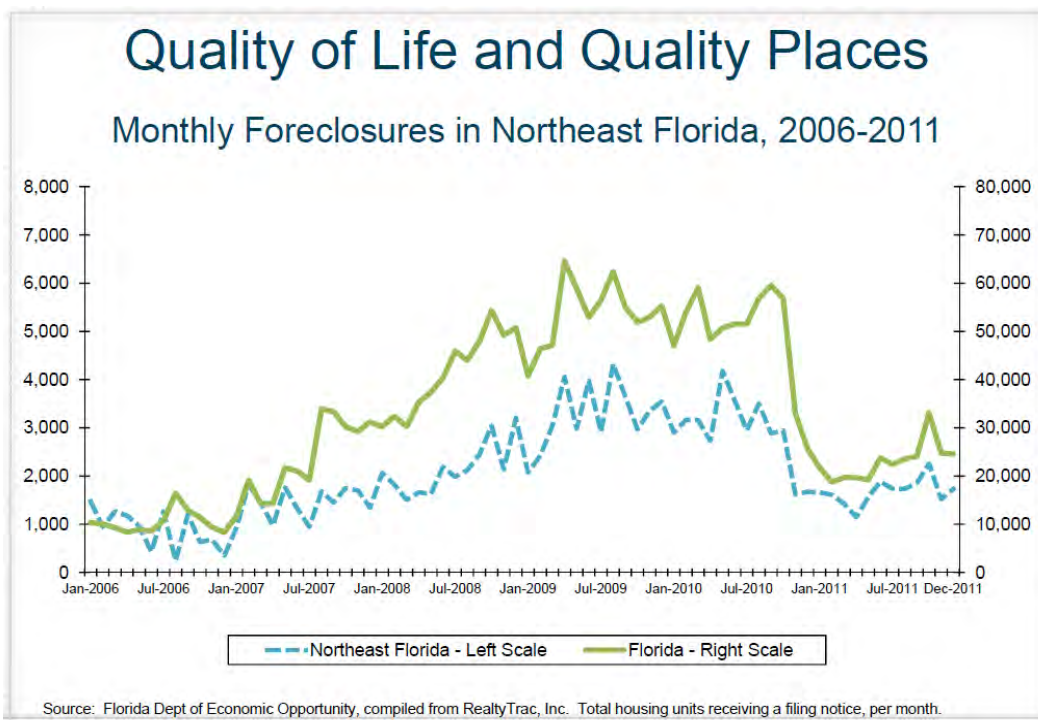
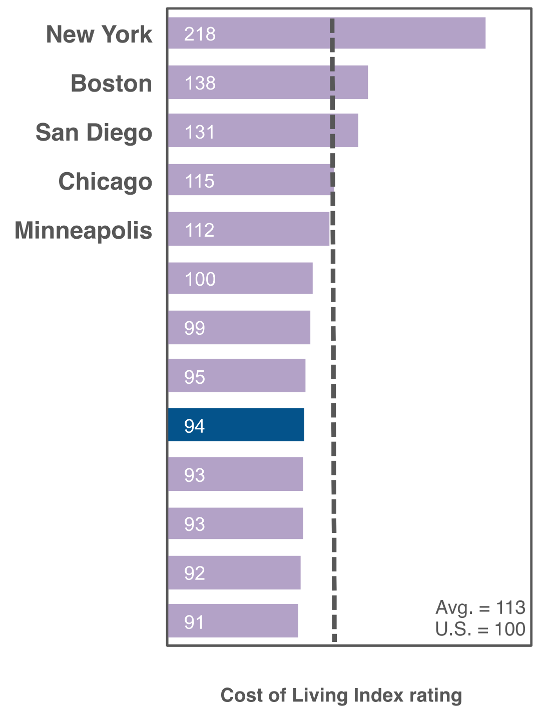


Figure 34 – Cost of Living Index



Cost of Living

Jacksonville has a lower cost of living than the U.S. and benchmark averages, with costs only slightly above the least expensive benchmark region. Jacksonville received an ACCRA Cost of Living Index rating of 94 in 2011, below the U.S. standard of 100 and far from the benchmark average rating of 113. The only benchmark communities rated less expensive than Jacksonville were Austin, Charlotte, Tampa, and Nashville. Additionally, the Northeast Florida counties outside of the City of Jacksonville will generally be more affordable, particularly Flagler County as seen in the map on the following page.

Crime

Suburban Jacksonville has a higher murder rate than the U.S. and benchmark averages, but the suburban robbery rate remains lower than both. High crime rates can sometimes affect a community's capacity to attract talented workers, particularly with families, but unless a region has a crime epidemic, elevated crime rates should not pose a barrier to attraction. Jacksonville's 4.1 murders per 100,000 population in the suburbs are just above the U.S. average of 3.2 and not a reason for concern in this regard. Similarly, Jacksonville's suburban robbery rate of 72 per 100,000 population is below the benchmark average (77) and U.S. average (76).

We examine crime rates for suburban areas because this is usually where relocating workers tend to locate. However, overall crime rates for the region still affect suburban populations and community's brand. Sperling's Best Places is a popular source for city information. Jacksonville's overall crime rates are much worse in Sperling's than the suburban rates shown to the right: Violent crime is rated 2x the US rate, and property crime is rated 1.75x the US rate.

Survey respondents identified crime as an area of concern for Northeast Florida. Despite these negative perceptions of crime in Northeast Florida, survey respondents consistently ranked crime reduction as a lower priority than topics related to improving overall economic health, PK-12 education, and downtown redevelopment.

Figure 35 – Murder Rate

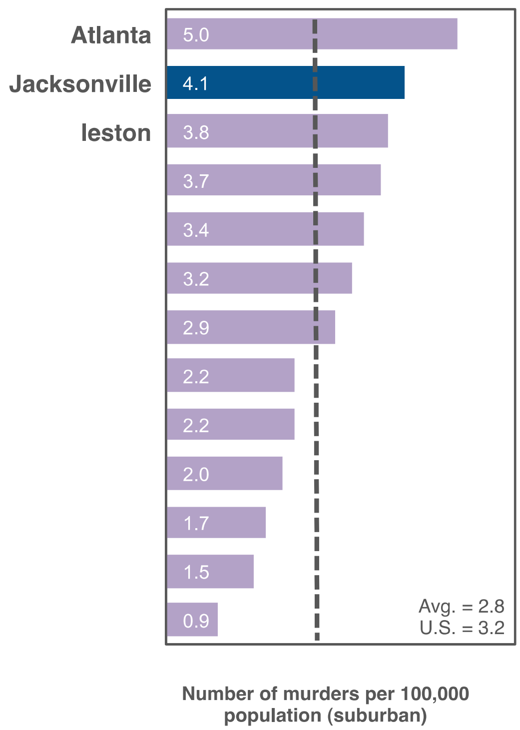
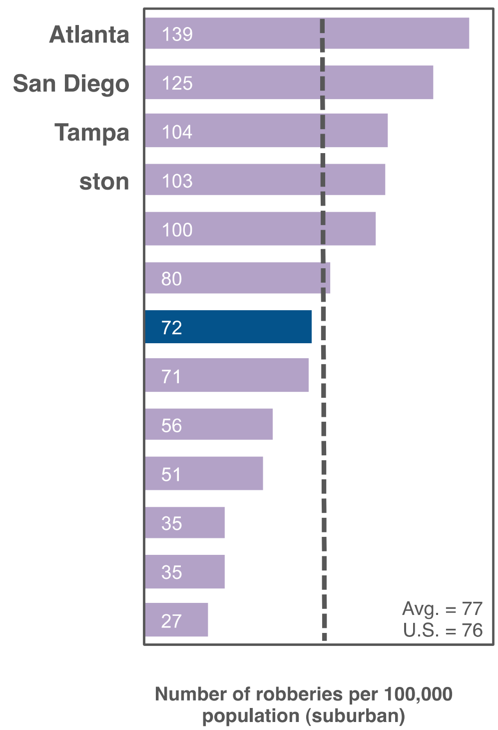


Figure 36 – Robbery Rate



REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES

The facilities depicted on the following map are of regional significance from an economic development perspective. The map is just an illustration and may not include all such resources or facilities. It includes each County's top employer as well as the five largest employers in the Region.

Figure 37 – Economic Development Resource of Regional Significance

OBJECTIVES AND POLICIES

Most policies/strategies were developed through Innovate Northeast Florida. Policies marked with a "C" were developed through the Comprehensive Economic Development Strategy process.

OBJECTIVE: IMPROVE TALENT SUPPLY & EDUCATION (PILLAR 1)

Policy 1: Develop four-year institution satellite campuses in Northeast Florida for all four-year institutions.
SCP: 187.201(21)(a)F.S.

Policy 2: Develop STEM and Workforce Councils within the JAXUSA Partnership.
SCP: 187.201(21)(a)F.S.

Policy 3: Create a STEM-focused Career Center serving all Northeast Florida target industries.
SCP: 187.201(21)(a)F.S.

Policy 4: Develop support systems and advocacy efforts to retain talent in Northeast Florida.
SCP: 187.201(21)(a)F.S.

Policy 5: Increase the region's capacity to supply target industry skills.
SCP: 187.201(21)(a)F.S.

Policy 6: Increase the region's capacity to connect residents with target industry learning opportunities and careers.
SCP: 187.201(21)(a) F.S.

Policy 7: Encourage and celebrate employer engagement in talent development.
SCP: 187.201(21)(a) F.S.

Policy 8: Launch a regional "Back to College" campaign.
SCP: 187.201(21)(a) F.S.

Policy 9: Expand prior learning assessment opportunities.
SCP: 187.201(21)(a) F.S.

Policy 10: Improve the availability of industry driven degree programs and employer connection to target sector skills development.
SCP: 187.201(21)(a) F.S.

Policy 11: Integrate entrepreneurship education into all levels of learning, starting with K-12.
SCP: 187.201(21)(a)F.S.

Policy 12: Increase programming and throughput of individuals with Advanced Manufacturing education and training.
SCP: 187.201(21)(a) F.S.

Policy 13: Increase aviation specific educational programming and training in the region.
SCP: 187.201(21)(a) F.S.

Policy 14: Develop advanced training and incubator space for composite materials.
SCP: 187.201(21)(a) F.S.

Policy 15: Increase programming and throughput of individuals with Financial Services education and training.
SCP: 187.201(21)(a) F.S.

Policy 16: Increase programming and throughput of individuals with Health& Life Sciences education and training.
SCP: 187.201(21)(a) F.S.

Policy 17: Increase programming and throughput of individuals with IT education and training.
SCP: 187.201(21)(a) F.S.

Policy 18: Transition exiting military personnel into IT careers.
SCP: 187.201(21)(a) F.S.

Policy 19: Increase programming and throughput of individuals with Logistics education and training.
SCP: 187.201(21)(a) F.S.

Policy 20: Support specialized technical high schools.
SCP: 187.201(21)(a) F.S.

Policy 21C: Track metrics related to education.
SCP: 187.201(21)(a) F.S.

OBJECTIVE: INNOVATION & ECONOMIC DEVELOPMENT (PILLAR 2)

Policy 22: Bring UF into the region. Enhance commercialization capacity. Become an innovation hub for the university in fields of research related to Northeast Florida's industries.
SCP: 187.201(21)(a) F.S.

Policy 23: Strongly advocate for improving the competitiveness of the state of Florida for economic development.
SCP: 187.201(21)(a) F.S.

Policy 24: Better connect Northeast Florida with the University of Florida and Gainesville. Enhance commercialization capacity. Become an innovation hub for the university in fields of research related to Northeast Florida's target industries.
SCP: 187.201(21)(a)F.S.

Policy 25: Encourage the entire region to have competitive incentives.
SCP: 187.201(21)(a)F.S.

Policy 26: Brand Cecil Commerce Center as an aviation mega site.
SCP: 187.201(21)(a)F.S.

Policy 27: Establish relationships with:

a. Advanced manufacturing companies through involvement in industry associations and events.
b. Aviation companies through involvement in industry associations and events.
c. Health& Life Sciences companies through involvement in industry associations and events.
d. Financial Services companies through involvement in industry associations and events.
e. IT companies through involvement in industry associations and events.
f. Logistics companies through involvement in industry associations and events.

SCP: 187.201(21)(a)F.S.

Policy 28: Support the development of wet lab and other medical research facilities in Northeast Florida.
SCP: 187.201(21)(a)F.S.

Policy 29: Build awareness of Northeast Florida's IT strengths.
SCP: 187.201(21)(a) F.S.

Policy 30C: Create regional employment centers in Northeast Florida. Create regional "mega sites" as regional employment centers. Entitle property owners within regional

employment centers to create shovel- ready projects. Create expedited permitting procedures for development within regional employment centers.
SCP:187.201(21)(a)F.S.

Policy 31C: Establish Northeast Florida as a research, development and design center; as a center of research and development applications for sustainable initiatives; and establish links between research, design and commercialization.
SCP: 187.201(21)(a)F.S.

Policy 32C: Incentivize agriculture by recognizing the ecosystem value as well as the economic value for agricultural lands.
SCP: 187.201(21)(a)F.S.

Policy 33C: Prioritize investments that make local agriculture more viable, such as facilities for the processing of locally grown agricultural products and industries that use such products, projects that study and maximize output while preserving the environment, and training.
SCP: 187.201(21)(a) F.S.

OBJECTIVE: IMPROVE INFRASTRUCTURE & GROWTH LEADERSHIP (PILLAR 3)

Policy 34: Advocate for increased State and Federal funding for major infrastructure projects.
SCP: 187.201(21)(a) F.S.

Policy 35: Rally leadership and resources to deepen the Port of Jacksonville and resolve the mile point issue.
SCP: 187.201(21)(a) F.S.

Policy 36: Northeast Florida supports an ample supply of available shovel-ready sites and buildings to support target cluster and sub-cluster growth.
SCP: 187.201(21)(a) F.S.

Policy 37: Focus on retaining existing military operations and contractors.
SCP: 187.201(21)(a) F.S.

Policy 38: Improve connectivity with other financial hubs.
SCP: 187.201(21)(a) F.S.

Policy 39: Support further development of broadband internet connectivity, particularly for businesses and startups.
SCP: 187.201(21)(a) F.S.

Policy 40C: Improve and expand infrastructure throughout Northeast Florida. Complete State Route 9B and the Outer Beltway. Develop and fund a commuter rail line throughout the region. Increase availability of centralized water and sewer, and natural gas, throughout the region.
SCP: 187.201(21)(a) F.S.

Policy 41C: Ensure that the NEFRC *regional atlas* is user-friendly and includes land use, roadway, utility, water, sewer, natural gas, fiber optics, railway, seaport and protected lands map, and identifies preferred and potential large-scale industrial, business, and commercial sites.
SCP: 187.201(21)(a) F.S.

Policy 42C: Establish and enhance an intermodal system for the movement of freight; encourage development and enhancement of inland ports; increase airport passenger and freight capacity; and increase access to public transportation. Prioritize those projects related to target industries.
SCP: 187.201(21)(a) F.S.

Policy 43C: Actively put forth efforts to reduce land entitlement time and costs while retaining mechanisms to ensure the protection of the environment and natural resources.
SCP: 187.201(21)(a) F.S.

Policy 44C: Effectively leverage public dollars and maximize private investment.
SCP: 187.201(21)(a) F.S.

OBJECTIVE: IMPROVE BUSINESS CLIMATE & COMPETITIVENESS (PILLAR 4)

Policy 45: Increase the availability of affordable, sophisticated spaces for entrepreneurial ventures and create a cluster of entrepreneurial activity in downtown Jacksonville and other Northeast Florida city cores.
SCP: 187.201(21)(a) F.S.

Policy 46: Increase opportunities for Northeast Florida's entrepreneurs to connect and learn from one another.
SCP: 187.201(21)(a) F.S.

Policy 47: Expand, refine, and better connect the pool of capital and support services for entrepreneurship.
SCP: 187.201(21)(a) F.S.

Policy 48: Strongly advocate for improving the competitiveness of the state of Florida for economic development.
SCP: 187.201(21)(a) F.S.

Policy 49: Streamline government processes in all Northeast Florida counties to save businesses time in their startup, expansions, and relocations.
SCP: 187.201(21)(a) F.S.

Policy 50: Recruit tool and die shops and other fabricated metal operations to Northeast Florida.
SCP: 187.201(21)(a) F.S.

Policy 51: Focus on retaining existing military operations and contractors.
SCP: 187.201(21)(a) F.S.

Policy 52: Improve connectivity with other financial hubs.
SCP: 187.201(21)(a) F.S.

Policy 53: Inventory and promote Northeast Florida's Health & Life Sciences assets.
SCP: 187.201(21)(a) F.S.

Policy 54: Continue pursuing the creation of a regional health information exchange.
SCP: 187.201(21)(a) F.S.

Policy 55C: Make Northeast Florida conducive to small business success. Promote business incubators and relationships with colleges and universities. Increase access to capital and the purchasing power of small businesses through joint and cooperative efforts. Support efforts that give priority to small business and business in the Region in government contracting.
SCP: 187.201(21)(a) F.S.

OBJECTIVE: IMPROVE CIVIC AND GOVERNANCE SYSTEMS (PILLAR 5)

Policy 56: Support the recommended strategies of Innovate Northeast Florida that suggest additional collaboration where needed. This may include:

- Create a Clean Transportation and Fuels Consortium. .
- Form a Northeast Florida Aviation Leadership Council.
- Create a Supply Chain Management Consortium.

SCP: 187.201(21)(a) F.S.

OBJECTIVE: IMPROVE QUALITY OF LIFE & QUALITY PLACES (PILLAR 6)

Policy 57: Further amplify efforts to re-invigorate downtown Jacksonville with businesses, cultural amenities, and educational institutions.
SCP: 187.201(21)(a) F.S.

Policy 58: We must develop, embrace, and market a regional brand that will permeate and give context to our region.
SCP: 187.201(21)(a) F.S.

Policy 59: Work with area convention and visitors bureaus to recruit target industry conferences to the region.
SCP: 187.201(21)(a) F.S.

Policy 60: Transition exiting military personnel.
SCP: 187.201(21)(a) F.S.

Policy 61C: Using the theme of a multiple growth center scenario, strive to achieve the following: Create a sustainable, full-service region. Create a job/housing balance within each county. Ensure that there is an equitable distribution of infrastructure and support facilities, including schools, hospitals, and libraries, throughout the Region. Promote alternatives to single-occupancy vehicle commuter trips and high-speed connectivity between job and housing centers.
SCP: 187.201(21)(a) F.S.

Policy 62C: Support efforts to create a regional alternative energy master plan.
SCP: 187.201(21)(a) F.S.

Policy 63C: Promote green development.
SCP: 187.201(21)(a) F.S.

Policy 64C: Protect agricultural lands and working waterfront where appropriate, as these uses are difficult to recreate after they have been changed.
SCP: 187.201(21)(a) F.S.

OBJECTIVE: CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN

Policy 65: NEFRC considers impacts to resources of regional significance and extra jurisdictional impacts as it reviews consistency with the SRPP. Local governments and proposers of projects should include best available data gathered using professionally acceptable methodology in support of their proposals, sufficient to determine impacts. Where mitigation is proposed, using strategies outlined in local government policies or plans, the SRPP or a combination is encouraged.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(15)(a)

ECONOMIC DEVELOPMENT MEASURES

Figure 38 – Average Wage

Range of Average Wages per Job	Range $31,470 to $47,907

Source: CA-34 Wage and Salary Summary 2010; Bureau of Economic Analysis: US Department of Commerce

Figure 39 – Educational Attainment

HS Graduate	30.8%
Associates	8.7%
Bachelors	16.9%
Graduate	8.3%

Source: Educational Attainment: Population 25 and Over S1501 - U.S. Census Bureau, American Community Survey 2006-2010

Figure 40 – 8th Grade Math Performance

8th Grade Math Performance	68% received a 3 or greater

Source: 8th Grade Mathematics: Statewide Comparison of Mathematics Scores – 2012 Statewide Assessment Scores; Florida Department of Education

Figure 41 – Gross Domestic Product

Gross Domestic Product	$64.70 Billion

Source: REMI PI Plus Version 1.3.5

Figure 42 – Tourism Tax Collections

Tourism Tax Collections	$13.24 Million

Source: Florida Department of Revenue, 2010, Local Government Tax Receipts by County

Figure 43 – Trade Exports & Imports

Trade Exports and Imports	$47.81 Billion/$6.89 Billion

Source: REMI Historical Data, 2001-2010

Figure 44 – Fortune 500 Companies

Number of Fortune 500 Companies with Headquarters in the Region	3

Source: Innovate Northeast Florida 2011

Figure 45 – Building Permits

Building Permits	3,923

Source: Innovate Northeast Florida 2011

Figure 46 – Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) per Capita	33.9

Source: FDOT - Florida Highway Mileage Reports: Public Roads, 2010 Annual Report. Population collected from the American Community Survey - Total Population (2005-2009 Estimate).

Figure 47 – Annual Unemployment Rate

Annual Unemployment Rate	11.44%

Source: Table 6.11 Labor Force 2010: Florida Statistical Abstract 2011; BEBR

Figure 48 – Employment by Industry

Employment by Industry	
Trade, Transportation, and Utilities	124,600
Health Services	88,820
Government	82,810
Professional and Business Services	82,100
Leisure and Hospitality	67,570

Source: REMI Policy Insight 9.0 – Top 5 Industries for Employment in Northeast Florida

Figure 49 – Small Businesses

Number of Small Businesses in the Region	58,369

Source: Innovate Northeast Florida 2011

Figure 50 – Fortune 500 Companies

Number of Fortune 500 Companies with Headquarters in the Region	3

Source: Innovate Northeast Florida 2011

Figure 51 – New Businesses, 2011

Number of New Businesses Established 2011	60,818

Source: Innovate Northeast Florida 2011

Figure 52 – Millage Rates

Regional Millage Rate	13.7458

Source: Table 23.93 County Millage 2010: Florida Statistical Abstract 2011; BEBR

Figure 53 – Registered Nonprofit Organizations

Registered Nonprofit Organizations in 2010	5,430

Source: Internal Revenue Service, Exempt Organizations Business Master File, (501(c)(3) Charities
The Urban Institute, National Center for Charitable Statistics, http://nccsdataweb.urban.org/tablewiz/pc.php>
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Figure 54 – Voter Participation

Voter Participation	51.7 %

Source: Table 21.31 Voter Turnout 2010: Florida Statistical Abstract 2011; BEBR

Figure 55 – Job/Housing Ratio

Job/Housing Ratio for 5 Largest Employment centers in the Region	1.50

Source: NEFRC 2011

Emergency Preparedness and Resiliency

TABLE OF CONTENTS

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EMERGENCY PREPAREDNESS TRENDS AND CONDITIONS

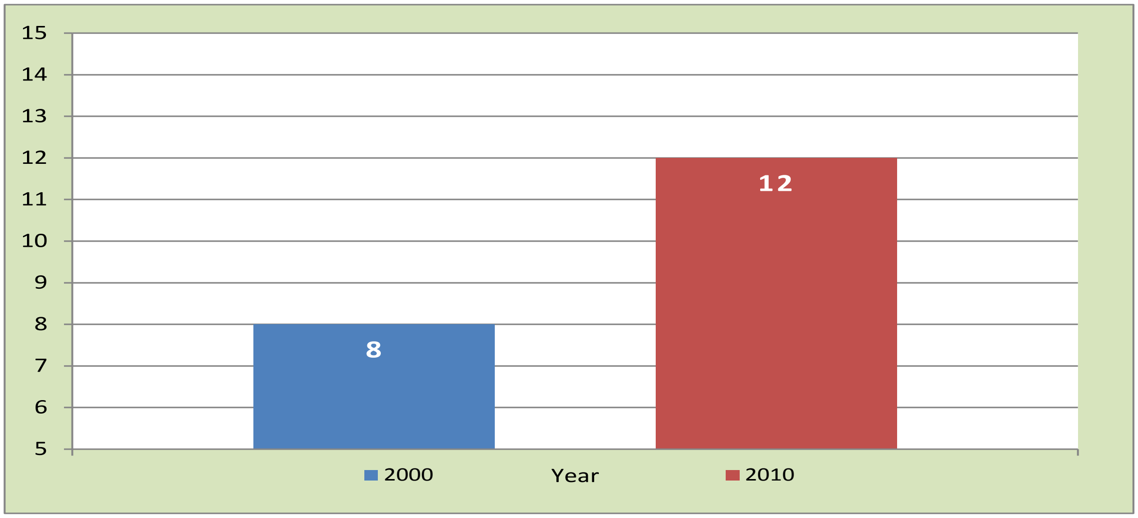
The Northeast Florida Regional Council (NEFRC) provides emergency management support to each of the seven counties while also leading Region-wide emergency management efforts through various programs, projects, and initiatives. Through the efforts of the Council, studies and plans are developed to better understand the existing vulnerabilities and to encourage and promote the safety of all residents of Northeast Florida. Post disaster redevelopment and mitigation planning is focused on resiliency of the Region and to promote more sustainable community redevelopment.

In all plans, an 'all hazards' approach is taken to ensure the adaptability of the Region to all threats. Inland flooding, tornadoes, wildfire, and hurricanes are all major natural disasters the Region may face. Hazardous material spills and domestic security incidents are also threats for which the Region must be prepare. Training and exercises are key components to preparedness. The NEFRC supports these efforts with emergency management expertise. The Council will plan and facilitate dozens of exercises each year for the counties, the Northeast Florida Region and on a larger scale. Training is held throughout the State on a variety of topics, often times with the Council involved in the development of the curriculum or bringing specific training to the Region.

STRATEGIC ISSUE: HAZARD MITIGATION

Hazard mitigation has gained increased attention over the past few years due to the large number of natural hazards that have occurred in the U.S as well as the world and the rapid rise in the costs associated with post disaster recovery. It has become apparent that money spent prior to a hazardous event to reduce the impacts of a disaster can result in substantial savings in life and property following the event. The cost/benefit ratios are extremely advantageous. As a result, the Federal Emergency Management Agency (FEMA) and the State of Florida have developed, respectively, National and State Mitigation Strategies. Funding has become increasingly more available at the state and local levels to help support hazard mitigation efforts. Communities may participate in the Community Rating System, a voluntary incentive program that encourages community floodplain management activities that exceed the minimum requirements.

Figure 1 – Community Participation in Rating System



Source: FEMA, www.fema.gov

In the spring of 1998, the Florida Department of Community Affairs (DCA) initiated the Local Mitigation Strategy (LMS) program to assist local governments in developing plans to reduce or eliminate risks to people and property from natural and manmade hazards.

Developing an LMS program can have many advantages including:

- guidance developing pre and post mitigation plans;
- identifying priority projects and programs for funding; and
- increasing the likelihood of state and federal funding for pre and post hazard mitigation projects.

The purpose of this document is to explicitly identify and list the natural hazards and vulnerabilities associated with a County and its jurisdictions and to support possible solutions to prevent and lessen the effects in a community-driven, living document that reflects the goal of hazard mitigation.

STRATEGIC ISSUE: EMERGENCY EVACUATION

In 2004 and 2005, Florida experienced an unprecedented level of tropical storm activity. In 2004, Hurricanes Charley, Frances, Ivan, and Jeanne impacted our State. Hurricanes Dennis, Katrina, Rita, and Wilma came ashore in Florida in 2005. In the short span of 24 months, millions of Florida residents were impacted, and property damages ran into the billions of dollars.

In response to these devastating hurricane seasons, state legislators passed House Bill 1721 and House Bill 1359, which identified enhanced statewide hurricane evacuation planning and a redefinition of the *coastal high hazard area (CHHA)* as state priorities. In accordance with this legislative direction, the State of Florida Division of Emergency Management (DEM) obtained grant money through the Federal Emergency Management Agency's (FEMA) Hazard Mitigation Grant Program to conduct regional evacuation studies across the State.

Florida's Regional Planning Councils carried out the Statewide Regional Evacuation Study Program (SRESP), in close collaboration with county emergency management agencies. The Regional Planning Councils facilitated consistent and integrated mapping and analysis of "all-hazards" evacuation across Florida. In Northeast Florida, this multi-year project resulted in a comprehensive regional evacuation study that encompasses the seven county Region. Inter-agency cooperation and data sharing was a vital part of ensuring the success of this regional and state initiative.

Although hurricanes are a prominent concern in the studies, the framework was established for an "all hazards" analysis to support planning efforts to prepare for other types of evacuations as well, such as inland flooding or wildfires. These studies are not policy documents. They are intended to provide support for future updates to local government emergency management plans. The Study includes a vulnerability analysis and maps of areas with the potential for vulnerability to fires, freshwater flooding and storm surge. In most instances, this data is considered the best available data for the Region.

The study provides the Northeast Florida Region and the entire state with information that can be used to update operational policies and procedures related to evacuation and re-entry. One of the first pieces of data developed during the course of the Study was Evacuation Zones. Emergency Management Directors set the evacuation zones under their Chapter 252, Florida Statutes' responsibilities to protect the population. Evacuation routes and evacuation zones were defined in six of the seven counties in Northeast Florida, with the exception of Baker County, which has no storm surge. Evacuation zones and routes are highly publicized as they help to communicate and educate the citizens to the risk.

Across the State, the Evacuation Study in each Region contains the Sea Lake Overland Surge from Hurricane (SLOSH) Storm Surge data that defines both the *Coastal High Hazard Area* and the Hurricane Vulnerability Zones for growth management purposes. These designations are used statewide in Developments of Regional Impact (DRI) review and by local counties in growth management decision-making policies and procedures. It is suggested that growth and development be located away from these identified vulnerable areas. This Study, in conjunction with local Comprehensive Plans ensures appropriate mitigation takes place in these areas, if required.

Out of County Clearance Time

"Out of County Clearance Time" is the time necessary to safely evacuate vulnerable residents and visitors to a "point of safety" within the county based on a specific hazard, behavioral assumptions, and evacuation scenario. It is calculated from the point an evacuation order is given to the point in time when the last vehicle assigned an external destination exits the county. Key points for out of county clearance time are:

- The roadway network within the county is clear;
- All out of county trips exit the county, including out of county pass-through trips from adjacent counties; and,
- All in-county trips reach their destination.

Clearance times are another product of the Evacuation Study, which have many applications across growth management and emergency management. Operationally, clearance times provide a County with an understanding of how long it may take for their County to clear evacuation traffic and for citizens to travel to a safe place in advance of a storm. From a planning perspective, clearance times establish a baseline and serve as a tool to measure future residential development and its potential impacts. The vulnerable population is also determined and gives an idea of how many citizens may be evacuating from a County.

Prior to the 2010 Northeast Florida Regional Evacuation Study, an Evacuation Study was last completed in 2005. While many of the same data points are generated in the 2010 Study as the 2005 Study, the methodology for the Study was completed revamped in 2010. Prior to 2010, each Region within the State of Florida completed an independent Evacuation Study for their Region, on their own timeline, and utilized data specific to their Region. The Statewide Regional Evacuation Study Program brought a consistent methodology to the entire State, updating each of the eleven Regions at the same time, using the same methodology and data sources.

A new tool was developed as a part of the Statewide Regional Evacuation Study Program called the Transportation Interface for Modeling Evacuations (TIME). TIME gives users a chance to modify an evacuation scenario with additional information and understand the impact of those changes on clearance times, shelter demand and the vulnerable population. It has applications in emergency management, growth management and the transportation field.

As part of the Study, an analysis of available shelters and their capacity was completed. General population shelters, pet-friendly shelters, and special needs shelters were identified throughout the Region. Additionally, a "special needs" population analysis was performed at the statewide level, utilizing the behavioral survey results performed as part of the Study. The behavioral survey of Florida residents contained four questions designed to elicit information regarding the prevalence of "special needs" households. This survey provided data for the first time on the special needs population demand, which can be used for planning purposes. For each County the number of registered special needs citizens was tracked. Using the Evacuation Transportation Model, the shelter demand for each County by category of hurricane was derived. Each of these datasets allows a County to have a better understanding of their risk and the protective actions necessary to ensure the safety of the citizens.

Shelter capacity and demand and the implications, as identified in the table below are integrated into each County's operational plans and procedures.

The sweeping changes in methodology implemented in the 2010 Statewide Regional Evacuation Study Program provide more accurate data on topics such as shelter demand by storm category. However, as evident from the 2005 Study and the 2010 Study, there remains a shelter space deficit in the Region.

Because the new Evacuation Study methodology is now geared toward an "all hazards" model, the categories have been realigned from the standard Hurricane Categories to an alphabetic categorization.

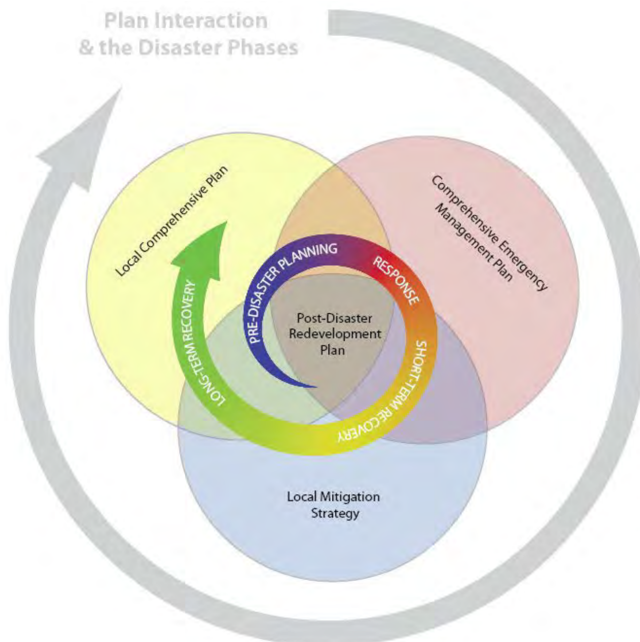
STRATEGIC ISSUE: POST DISASTER REDEVELOPMENT

The Post Disaster Redevelopment Plan (PDRP) identifies policies, operational strategies, and roles and responsibilities for implementation to guide decisions that affect long-term recovery and redevelopment of the community after a disaster. It emphasizes seizing opportunities for hazard mitigation and community improvement consistent with the goals of the local comprehensive plan and with full participation of the citizens.

A PDRP gives a local government a better chance of planning in a 'blue skies' environment after a disaster to envision a more viable, sustainable community. Without a guiding vision, short-term decisions may inadvertently restrict long-term, sustainable redevelopment and overlook opportunities. A PDRP strengthens the recovery process and communities benefit from assessing their risk levels and crafting a long-term redevelopment plan under non-disaster conditions.

The PDRP provides direction on how to integrate other relevant local plans, like the comprehensive plan, *Comprehensive Emergency Management Plan* (CEMP), and Local Mitigation Strategy (LMS) during the different phases of a disaster. The overlap between the plans indicates transition points and integration options between the plans and procedures.

Figure 2 – PDRP Phases



STRATEGIC ISSUE: REGIONAL DOMESTIC SECURITY

The State's Domestic Security Strategic Plan drives the Northeast Florida regional domestic security initiatives.

The State plan's vision statement, "working together for a safe and secure future" and its mission statement, "Strengthening our coordinated capability to prepare, prevent, protect, respond and recover from all hazards through interdisciplinary and interagency consensus and commitment to build and rely on a strong regional collaboration" charge all public safety and response disciplines to ensure that there is always healthy dialogue between one another.

There are seven Regional Domestic Security Task Forces (RDSTFs) within the State of Florida. Each RDSTF consists of local representatives from disciplines involved in prevention and response. They are each composed of separate sub-committees (with chairs and co-chairs) that include law enforcement, fire/rescue, emergency medical services, emergency management, hospitals, public health, schools, and businesses. The RDSTFs work together to prepare for, prevent, and respond to terrorist events. Each of the regions currently has a Florida Division of Law Enforcement (FDLE) and Florida Division of Emergency Management (FDEM) Planner assigned to the Region to help push the State strategy.

The RDSTFs are part of a three-tier governance structure that also includes State Working Groups (SWGs) and the State's Domestic Security Oversight Council (DSOC).

The U.S. Department of Homeland Security (DHS) and its lead agency for disaster readiness and response, the Federal Emergency Management Agency (FEMA) have implemented new program initiatives with a holistic approach to both disaster readiness and response, and combating terrorism. This approach is supportive of the national concept of "All Hazards Resilience" and the three closely related factors that necessitate development of a holistic, regional approach to all-hazards resilience to engage the broader stakeholder community:

Infrastructure interdependencies, information sharing, and public-private partnering—together these factors aid in the focus and direction of the RDSTFs.

Figure 3 – Number of Regional Domestic Security Task Force Exercises per Year

NUMBER	2011 RDSTF EXERCISES THRU 09-01-11
1	Kings Bay
1	JSO-UF Bomb Exercise
1	Operation Freedom – Communications

Source: Emergency Preparedness Programs, NEFRC (09-01-11)

STRATEGIC ISSUE: HAZARDOUS MATERIALS EMERGENCY PREPAREDNESS

Growing concerns related to chemical safety led the U.S. Congress and President Reagan to enact Title III of the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. This Act is commonly referred to as the Emergency Planning and Community Right-To-Know Act (EPCRA).

The purpose of this act is to promote and maintain emergency planning efforts at the local level. This is done through the collection and dissemination of information concerning potential chemical hazards within local communities, including tracking of hazardous material incident reports in the Region. The Local Emergency Planning Committee (LEPC) acts as a local forum for interested parties from the private, public, not-for-profit and other public interest organizations to discuss response to potential chemical accidents and to provide information about possible chemical hazards. Through its efforts, the LEPC works to protect the public and the environment and bring awareness to hazardous materials across the Region.

Figure 4 – Hazardous Materials Incident Reports

	FIXED		TRANSPORTATION		
	NONPETRO	PETRO	TRANSPORT W/PETRO	TRANSPORT W/O PETRO	TOTAL REGIONAL INCIDENCES
03/01/10 to 02/28/11	36	44	59	49	188
06/01/10 to 05/31/11	21	37	62	41	161

Source: Division of Emergency Management, Technological Hazards Section. Reference SERC Agenda Packet Archive. (http://www.floridadisaster.org/hazmat/SERC/meetingarchive.htm#SERCpackage), under the topic of "Hazardous Materials Incident Reports."

The District IV LEPC is comprised of a diverse group of local stakeholders from Baker, Clay, Duval, Flagler, Nassau, Putnam, and St. Johns Counties. Representatives include those from occupational areas associated with state and local elected officials, emergency management, firefighting, first aid, health, law enforcement, the environment, hospitals, transportation, broadcast and print media, community groups, facility owners and operators, non-elected local officials, and interested citizens. This group meets on a quarterly basis.

The LEPC has a Training Task Force subcommittee specifically tasked with identifying and providing chemical-related training opportunities for local first responders. These opportunities are funded by a Hazardous Materials Emergency Preparedness (HMEP) grant through the U.S. Department of Transportation. These grant funds are renewed and funding amounts vary on an annual basis.

STRATEGIC ISSUE: RESILIENCE OF THE BUILT ENVIRONMENT

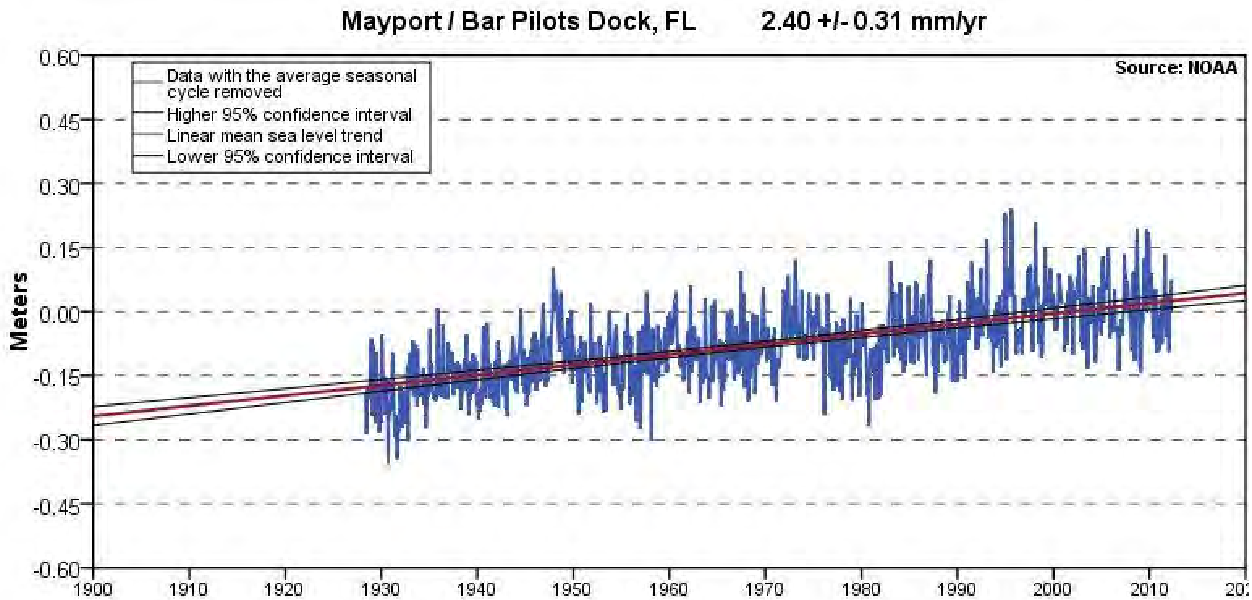
This issue includes two areas of focus for Northeast Florida. First, the number of substandard housing units identified in the Community and Affordable Housing Chapter is of concern both from the perspective of provision of safe housing of an acceptable standard and because such units may not be resilient in a severe weather event.

The other issue is related to the vulnerability of Northeast Florida to climate change and the potential for increased weather events and sea level rise that it may bring. NEFRC, through the Regional Community Institute is currently gathering information and reviewing potential impacts in advance of considering policies appropriate to the Region.

Sea Level Rise

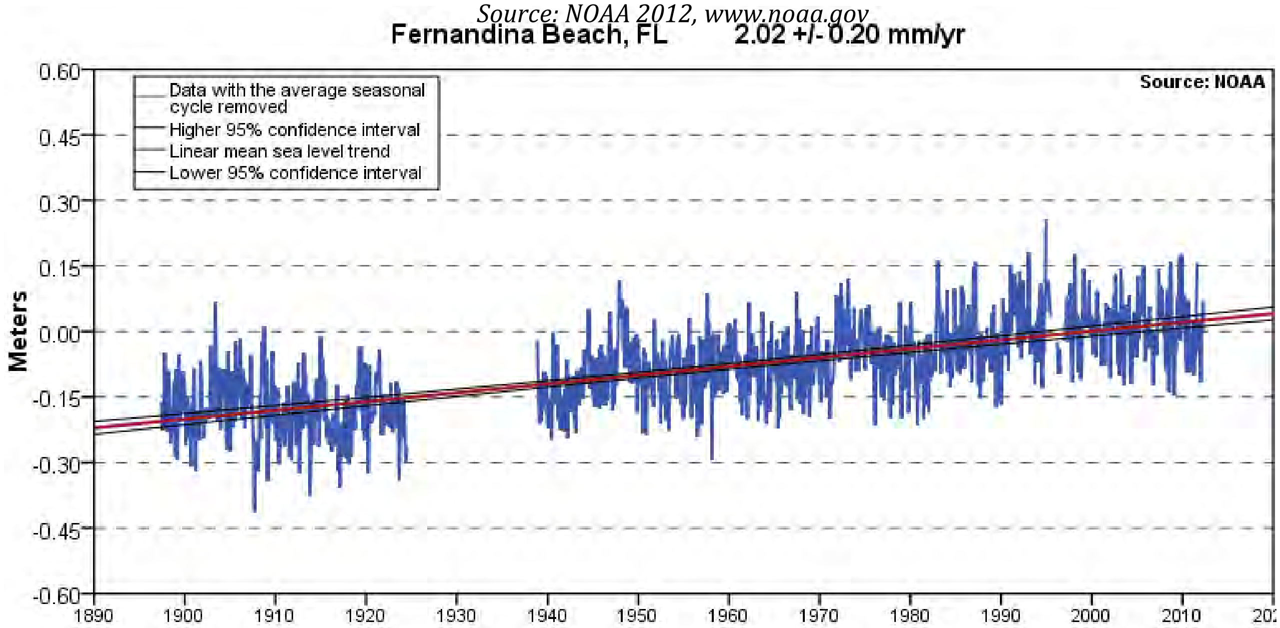
The plot in Figure 5 show the monthly mean sea level as read from tidal gauges in the Region without the regular seasonal fluctuations due to coastal ocean temperatures, salinities, winds, atmospheric pressures, and ocean currents. Results from the Mayport/Bar Pilots Dock location show a steady rise in mean sea level since 1928. The mean sea level trend is 2.40 millimeters/year, which is equivalent to a change of 0.79 feet in 100 years. The level has been measured in Fernandina Beach since the early 1900s, although not every year. The mean sea level trend there is 2.02 millimeters per year, which is equivalent to a change of 0.66 feet in 100 years.

*Figure 5 – Tidal Gauge Tracking_*



Source: NOAA 2012, www.noaa.gov

Source: NOAA 2012, www.noaa.gov



REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES

Evacuation routes and primary shelters as determined by Counties are regionally significant. The map is just an illustration and may not include all such resources or facilities. As state law requires, projected impacts on evacuation route and shelter capacity and functionality will be assessed by NEFRC. Mitigation may be required.

Figure 6 – Regionally Significant Resources & Facilities

OBJECTIVES AND POLICIES

OBJECTIVE: PUBLIC SAFETY

Policy 1: NEFRC will be a clearinghouse for data and a resource for the coordination, cooperation and communication between entities in the Region that share this objective.
Pillar: Civic and Governance Systems, (SCP): 187.201(6)(b)F.S.

Policy 2: Define various categories of special needs populations to include:

- residents outside the traditional definition
- residents of the Region that do not have access to a private vehicle in the event of an emergency
- residents without the resources to adequately prepare for an emergency

Include these populations as vulnerable on the maps and in planning for emergencies.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S.

Policy 3: Encourage the annual registration of special needs populations as defined by the Americans with Disabilities Act (ADA), and assist with education of the general public on procedures and options for them in case of emergencies.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 4: The Region encourages partnerships to provide additional shelters able to accommodate pets.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 5: The NEFRC supports local governments building public buildings to public shelter standards whenever feasible. As long as there is a deficit in public shelter capacity in the Region, the Region will encourage shelter construction in appropriate locations to mitigate the impacts of development.
Pillar: Quality of Life and Quality Places, SCP: 187.201(6)(b)(23)F.S

Policy 6: Shelter capacity, as both a local and regional asset, should be considered at an annual, seven-county meeting.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 8: To facilitate orderly and compliant evacuation, the Region encourages mechanisms for a well-informed and well-prepared public. Mechanisms include a constantly evolving set of information tools that remain current with the prevailing communication mediums.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 9: The Region supports all efforts to ensure that the Regional population is prepared for long-term survival after a disaster, including health, hygiene, and the security of people and property.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 10: In assessing impacts and mitigation pursuant to 73C-40.0256 F.A.C, NEFRC will always use the most current available State Department of Emergency Management-accepted Evacuation Study.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

OBJECTIVE: PREPARATION FOR ALL HAZARDS

Policy 11: The Region supports "all hazards" as the complete list of hazards as identified in all Local Mitigation Strategies in the Region.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S , 187.201(12)(a)F.S.

Policy 12: The Region strives for evacuation routes that are identified and clearly designated and are at the capacity and quality needed to safely carry the expected number of evacuating vehicles within acceptable clearance times and plans for safe re-entry.
Pillar: Quality of Life and Quality Places, SCP: 187.201(6)(b)(23)F.S

Policy 13: The Region completes emergency-related, post-disaster redevelopment and economic recovery as quickly as possible while mitigating future risk.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 14: Support the preparation and implementation of hazardous materials programs, including the *Local Emergency Planning Committee*, that are protective of public safety, public health and the environment.
Pillar: Civic and Governance Systems, SCP: 187.201(12)(a)F.S.

Policy 15: Support the Regional Domestic Security Task Force and its objectives to increase safety, coordinate response, and provide seamless communication in the Region.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(a)F.S.

Policy 16: Support public education and outreach initiatives that promote hazardous materials awareness, such as Hazardous Materials Awareness Week.
Pillar: Civic and Governance Systems, SCP: 187.201(12)(a)F.S.

Policy 17: Each County in the Region shall have a current Evacuation and Re-entry Plan that clearly defines evacuation zones and shall have a public education program for the Plan.

Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 18: Evacuation plans in the Region are considered in a regional context to ensure they are feasible and coordinated and to identify any recommendations that could make them work better together.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 19: NEFRC staff will support the activities of emergency management in the Region or outside before, during, and after a disaster.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 20: The *vulnerability maps* should be consulted when reviewing plans for redevelopment to ensure that reconstructed buildings are located in suitable areas and built to safe standards.
Pillar: Quality of Life and Quality Places, SCP: 187.201(6)(b)(23)F.S

OBJECTIVE: A RESILIENT REGION

Policy 21: The Region supports assessment of the ability of existing structures to withstand emergencies, including wind events, flooding, and fire and encourages local governments to address deficiencies by creating building codes to increase disaster survivability in new construction and renovation. The Region supports programs to assist owners of structures that were built to less rigorous standards to update for safety.
Pillar: Quality of Life and Quality Places, SCP: 187.201(6)(b)(23)F.S, 187.201(8)(a)F.S.

Policy 22: NEFRC should maintain access to *vulnerability maps* and the best available data for the Region including:

- identification of land areas with the potential for fire, flooding due to storm events, or long term changes in sea level,
- data that addresses the potential for coastal impacts of storm surge based on storm strength,
- data on communities that are vulnerable because of linguistic challenges or lack of access to resources or personal vehicles
- any other data that can assist with planning for the safety of residents and businesses.

Pillar: Civic and Governance Systems, SCP 187.201(6)(b)(23)F.S, 187.201(8)(a)F.S.

Policy 23: The Region supports limiting new construction, rebuilding, and renovation in the most vulnerable areas as identified by the *vulnerability maps*.

Pillar: Quality of Life and Quality Places, SCP: 187.201(6)(b)(23)F.S, 187.201(8)(a)F.S.

Policy 24: The Region supports directing development away from areas anticipated to be most vulnerable to hazards. Where growth within vulnerable areas occurs, the Region encourages concurrent mitigation for those impacts. NEFRC will work with local governments on mitigation strategies to the extent they plan to add residential units in the *Coastal High Hazard Area* to ensure the mitigation addresses vulnerabilities.
Pillar: Quality of Life and Quality Places, SCP: 187.201(6)9b)(22), 187.201(8)(a)F.S.

Policy 25: Allow no critical facilities where the use or the user creates unacceptable risk such as solid waste facilities, nursing homes, or hospitals in vulnerable areas or CHHA.
Pillar: Quality of Life and Quality Places, SCP: 187.201(6)9b)(22), 187.201(8)(a)F.S.

OBJECTIVE: DETERMINE AND ADDRESS THE VULNERABILITY OF THE REGION

Policy 26: The Region will make its best efforts to determine the impact of climate change on Northeast Florida. The Region will begin by gathering the best available data.
Pillar: Civic and Governance Systems, SCP: 187.201(6)(b)(23)F.S

Policy 27: The Region will work with the communities, leaders and experts to determine what assets (people and built environment) are vulnerable, establish a plan to know what actions to take to address the impacts of climate change, if any, and mitigate the impacts whenever possible.
Pillar: Quality of Life and Quality Places, SCP: 187.201(6)(b)(23)F.S

Policy 28: If the Region identifies impacts, it will consider climate change adaptation in all planning, design, and infrastructure investment decisions made in the Region.
Pillar: Quality of Life and Quality Places, SCP: 187.201(6)(b)(23)F.S

OBJECTIVE: CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN

Policy 29: NEFRC considers impacts to resources of regional significance and extra jurisdictional impacts as it reviews consistency with the SRPP. Local governments and proposers of projects should include best available data gathered using professionally acceptable methodology in support of their proposals, sufficient to determine impacts. Where mitigation is proposed, using strategies outlined in local government policies or plans, the SRPP or a combination is encouraged.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(15)(a)

EMERGENCY PREPAREDNESS MEASURES

Figure 6 – Regional Shelter Demand

	DEMAND				
REGIONAL SHELTER CAPACITY	EVACUATION LEVEL A	EVACUATION LEVEL B	EVACUATION LEVEL C	EVACUATION LEVEL D	EVACUATION LEVEL E
62,320	42,929	57,541	73,633	83,031	95,282

Source: 2010 Northeast Florida Regional Evacuation Study

Figure 7 – RDSTF Exercises

Number of Regional Domestic Security Task Force exercises per year	3

Source: Emergency Preparedness Programs, NEFRC

Figure 8 – Annual Haz Mat Incidents

Annual Hazardous Materials Incidents	349

Source: Division of Emergency Management, Technological Hazards Section

Figure 9 – Regional Clearance Times (hours)

	EVACUATION LEVEL BASE SCENARIO				
REGION	LEVEL A	LEVEL B	LEVEL C	LEVEL D	LEVEL E
Northeast Florida	17.0	20.0	28.0	39.0	40.0

Source: 2020 Northeast Florida Regional Evacuation Study

Figure 10 –Progress Tracking Vulnerability to Climate Change

Track progress of assessing and addressing the vulnerability of the Region to climate change	2012: Information Gathering complete, 2013: Regional Community Institute work on policy recommendations

Northeast Florida Regional Council

Energy

TABLE OF CONTENTS

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ENERGY TRENDS AND CONDITIONS

INTRODUCTION AND OVERVIEW

The Energy Element includes information about energy use, available energy sources and recommendations to help Northeast Florida become more energy independent. Energy independence is vitally important for national security and economic stability because of our reliance on fuel imported from other nations and sources of energy that have become increasingly scarce and costly to obtain. Ways to achieve energy independence include: conserving energy; using energy efficiently; utilizing renewable and alternative energy sources; and utilizing local resources.

The Northeast Florida Regional Council (NEFRC) and the North Central Florida Regional Planning Council partnered on Energy Workshops in August 2012. These forums were used to determine the energy-related issues of importance to Northeast Florida.

The workshops were designed in consultation with a group of energy stakeholders from the Regions. The stakeholder group included representatives of:

- energy providers: oil, natural gas, solar, biofuel and utilities
- universities with programs or research related to energy
- transportation planners and providers
- builders, contractors and consultants with interest or expertise in energy systems and efficiency
- local government representatives

The stakeholder groups provided input into the issues to be discussed at the summit or workshop and the format to be used. In the case of Northeast and North Central Florida, the stakeholders recommended a two workshop format instead of a single summit, and one was held in each Region.

The stakeholders groups were invited to all summits, and stakeholders frequently participated as presenters and experts in their areas of expertise.

The workshops addressed the following issues:

- Overview of the current state of energy in Florida and the Region.
- Overview of the 2012 Florida Energy Summit.
- Vulnerabilities of the Region to energy related changes. Price increase and supply disruption were always discussed, and specific vulnerabilities such as port or road closures were addressed case by case.
- Discussion of strategies appropriate to the Regions in the following areas:

  - power alternatives and resiliency
  - motor fuel alternatives and resiliency
  - energy conservation and efficiency
  - investments
- Given the range of strategies, recommended priority approaches for the Region.

This chapter—especially the strategic issues, objectives, and policies and measures—is based on the input of the stakeholders who attended the North Florida Energy Policy workshops.

ENERGY IN THE STATE OF FLORIDA

The State of Florida has its concerns and responsibilities toward energy, which stems from the following facts:

a. Florida's energy usage is in part for transportation and electric power generation

b. The State depends on petroleum, ranking third after California and Texas

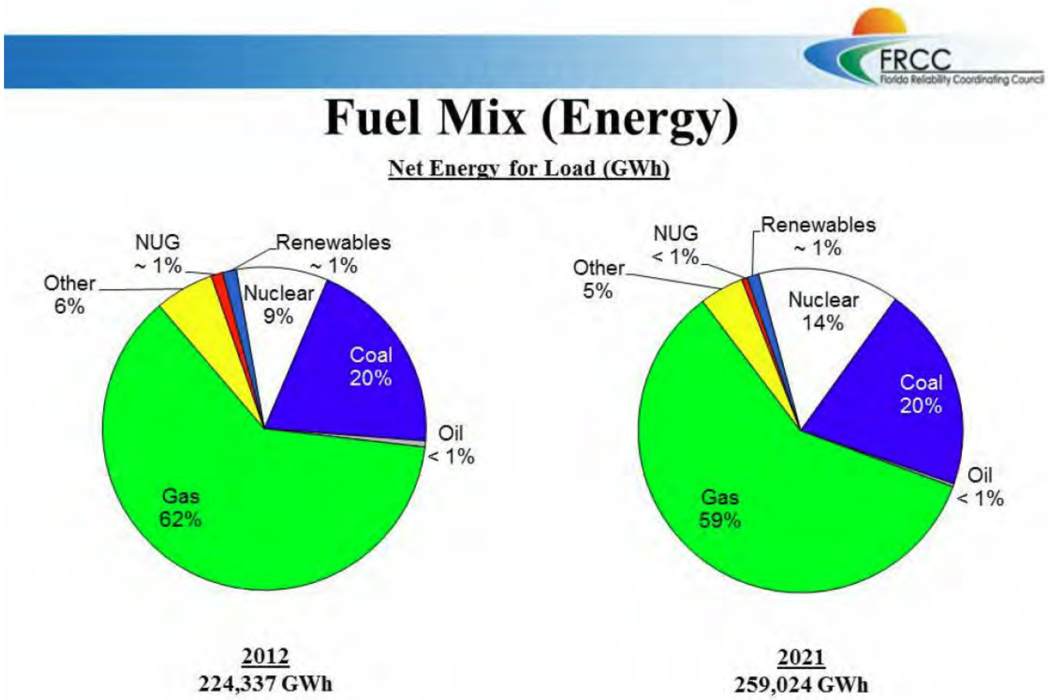
c. The State's dependency on electricity ranks third in all states

d. Florida is one of the nation's largest net fossil fuel consumers

Energy resources and infrastructure are critical to Northeast Florida's ability to expand, diversify, and compete economically. This energy document is divided into two sections. The first discussion is power or electric generation and the second discussion is on transportation energy.

As shown in the chart in Figure 1, the main source of electric energy in Florida is currently natural gas. Natural gas will continue to be the main source of energy in the future. Florida is expected to increase its dependency on natural gas, nuclear energy, coal, and oil by 2020. The use of "other" sources of fuel is forecasted to decrease by one (1%) percent from 2012 to 2021.

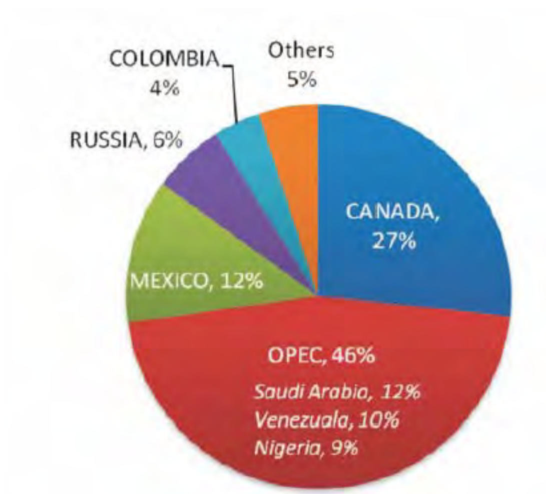
Figure 1 – Fuel Mix in Florida



Source: Florida Reliability Coordinating Council

The United States imports a large amount of the oil it consumes. The US imports forty-six percent (46%) of its oil from OPEC and twenty-seven percent (27%) from Canada.

Figure 2 – Sources of US Oil Imports



Source: EIA, September 2011

STRATEGIC ISSUE: POWER ALTERNATIVES AND RESILIENCY

Currently the Region does not have data sets or statistical information to formulate a relationship between greenhouse gas reductions, alternative fuel sources, and land use decisions.

The following discussion is divided into three areas: provider, consumption, and forecast for each energy source. The energy sources included in the following discussion are electricity, natural gas, and gasoline. These may be considered traditional energy sources. Later discussion pertains to other sources including nuclear power and renewable energy.

There are nine providers of electricity within Northeast Florida. They are:

- Jacksonville Electric Authority (JEA)
- Florida Power & Light (FPL)
- Clay Electric Cooperative
- Beaches Energy Services
- Seminole Electric
- Progress Energy Florida, Inc.
- Florida Public Utilities
- Green Cove Springs Electric Utility
- Okefenoke Rural Electric Membership Corporation (REMC)

Investor-Owned Electric Utilities

The chart below depicts the number of customers served by Florida Power & Light Company, Progress Energy Florida, and Florida Public Utilities Corporation. These are the three investor-owned utilities that operate in the Northeast Florida Region. The numbers included in the table account for customers in the entire service area of the utility corporation, not just in Northeast Florida. Investor-owned utilities are those that generate power and sell. Municipals and cooperatives are non-generating companies that purchase power.

Figure 3 – Investor-Owned Utility Customers

UTILITY	RESIDENTIAL	COMMERCIAL	INDUSTRIAL	TOTAL
Florida Power & Light Co.	4,004,367	503,484	8,912	4,516,763
Progress Energy Florida	1,451,466	161,674	2,481	1,615,621
Florida Public Utilities Co.	23,589	4,332	2	27,923

Source: Facts and Figures of the Florida Utility Industry, Florida Public Service Commission, April 2012.

Florida Power and Light (FPL) is an investor-owned electric utility company that services portions of Northeast Florida. FPL is the largest electric utility in Florida and serves approximately 4.5 million customers in Florida. Florida Power and Light operates a steam generation plant in Putnam and St. Johns Counties.

Progress Energy Florida serves the southwestern portion of Flagler County. Progress Energy merged with Duke Energy in July 2012. The new Duke Energy is the largest regulated utility in the U.S., with approximately seven million customers across six states.

The Florida Public Utilities Corporation covers the eastern half of Nassau County.

Power Generating Plants

Coal

Seminole Electric

Seminole Member Cooperative includes Clay Electric Cooperative. The Seminole Generation Station (SGS) Units 1 and 2 are 650 MW coal-fired units located five miles north of Palatka in Putnam County. SGS Unit 3 is a 750 MW coal-fired electrical generating unit located near Units 1 and 2.

Jacksonville Electric Authority (JEA)

JEA is the eighth largest municipally-owned electric utility in the United States in terms of number of customers. JEA's electric service area covers all of Duval County and portions of Clay and St. Johns Counties. JEA's service area covers approximately 900 square miles and serves more than 420,000 electric customers.

JEA owns and operates an electric system that includes five generating plants, and all transmission and distribution facilities, including 729 miles of transmission lines and 6,547 miles of distribution lines.

JEA operates five coal-fired power plants in the Northeast Florida Region. All five are located in Duval County. The five power plants are Kennedy Generation Station, Northside Generating Station, Brandy Branch Generation Station, Southside Generation Station, and the St. Johns River Power Park.

Municipal and Cooperatives

The **Beaches Energy Services** has a non-generating power plant at Jacksonville Beach and the Green Cove Springs Electric Utility has a non-generating power plant in Green Cove Springs.

Clay Electric Cooperative and **Okefenoke Rural Electric Membership Corporation** are two rural electric cooperatives in the Region. The Clay Electric Cooperative covers most of

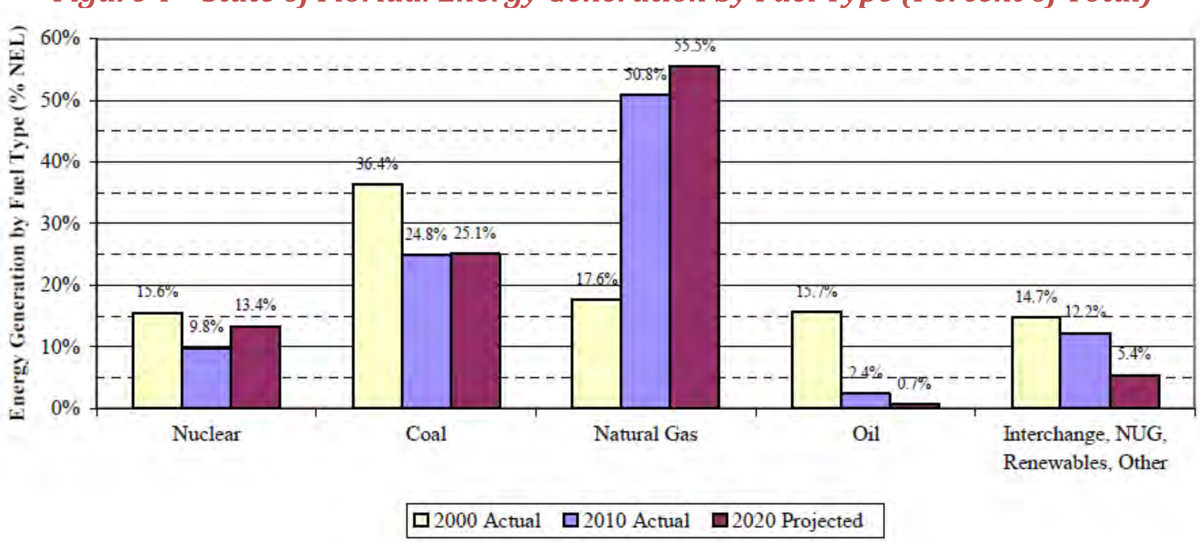
Clay and Putnam Counties, the southern half of Baker County, and a southwestern portion of Duval County. The Okefenoke REMC covers the western half of Nassau County and the northern half of Baker County.

Natural Gas

Northeast Florida Utilities get a portion of their power from natural gas. Northeast Florida is dependent on two natural gas distribution systems, the Florida Gas Transmission Pipeline, which traverses Clay, Duval, and Nassau Counties, and the Southern Natural Gas Pipeline, which traverses Baker and Nassau Counties. A municipal and a gas district are located in Putnam County. The Peoples Gas System is an investor-owned company in Nassau, Duval, and Clay Counties. Much of the natural gas supplied to this Region come from the Gulf Coast states. The natural gas pipelines in this Region are energy resources of Regional significance.

U.S. natural gas production was up ten percent (10%) from January 2011 to January 2012. The production of natural gas in 2011 was at its highest level in 25 years.[1] In 2000, natural gas was eighteen percent (18%) of energy generation in Florida. That number increased to fifty-one percent (51%) in 2010 and is projected to be fifty-six percent (56%) by 2020.[2] Based on this increase in demand, natural gas continues to be an important energy resource in Florida.

Figure 4 – State of Florida: Energy Generation by Fuel Type (Percent of Total)



Source: FRCC's 2001 and 2011 Load & Resource Plans

[1] *US Energy Information Administration, 2011*
[2] *Florida Reliability Coordinating Council, 2011*

The economic impact of an increase in natural gas prices is shown in Figure 4. This table assumes natural gas triples in price. This increase would cause the economy in Northeast Florida to lose about 30,000 jobs by 2017, a loss of about 3%.

Figure 5 – Impact of Natural Gas Price Increase

SCENARIO: NATIONWIDE TRIPLING OF NATURAL GAS PRICES (TO EARLY 2000s PRICES)					
REGION: NORTHEAST FL RC	TODAY (2012)	LOSS OVER 5 YEARS (2017)	DIFFERENCE OVER 5 YEARS	LOSS OVER 20 YEARS (2031)	DIFFERENCE OVER 20 YEARS
Total Employment	866,085	-30,882	-3.16%	-194,152	-18.07%
Gross Domestic Product *(billions of 2005 dollars)*	$69.0	-$2.870	-3.54%	-$30.526	-30.76%
Real Disposable Personal Income *(billions of 2005 dollars)*	$54.9	-$6.426	-9.93%	-$44.634	-30.76%
Population	1,588,643	-45,401	-2.66%	-493,022	-25.83%

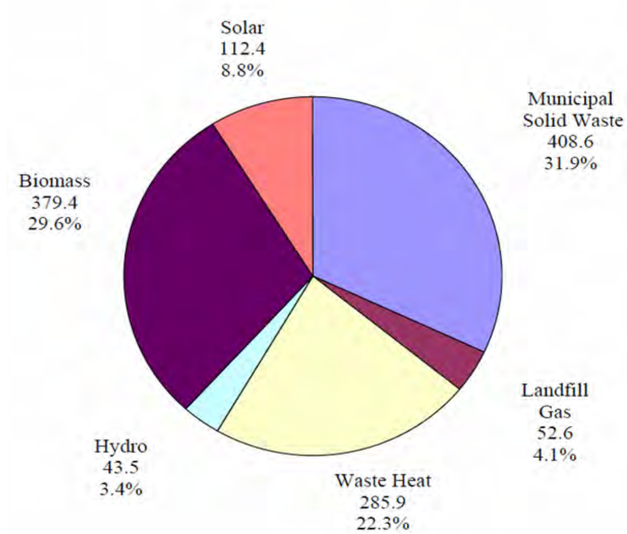
Source: REMI PI+, Regional Planning Councils, Florida 2012.

With the current economic downturn and volatile energy prices, the Region's vulnerability to price increases has both an economic and security impact. The diversification of alternative fuel sources and efficient technologies will provide more stability and support a growing Regional economy.

Other Sources

This section provides an overview of solar, wind, biomass, biofuel, and other renewable energy sources available to utilities in Northeast Florida. While there are other providers/distributors of energy to the Region, JEA and Seminole Electric are the only producers of electricity in this Region. Therefore, when applicable, the following section focuses on these two utility generators and their programs related to alternative sources. Seminole Electric does not have any alternative fuel sources in this Region.

Figure 6 – Renewable Energy Sources in Florida



Source: EIA, State Energy Data System

Solar

Solar photovoltaic (SV) may be high in price initially and require large installations but there are no fuel costs and the carbon emissions are generally non-existent. A utility must consider the costs and benefits. JEA is the only electric utility provider in this Region that has a solar program. JEA purchased a power agreement with Jacksonville Solar, LLC to provide energy from a 15.0 MW DC-rated solar farm. The facility is located in western Duval County, and consists of 200,000 photovoltaic panels on 100 acres and generates approximately 22,340 MW of electricity per year. JEA has installed 36 solar Photo Voltaic (PV) systems, totaling 220 kW, on all of the public high schools in Duval County. JEA has one of the largest solar PV systems in the Southeast at the Jacksonville International Airport. In addition, JEA has provided incentives for over 400 solar domestic hot water systems.

Landfill

This energy source is predominantly methane collected from landfills. JEA owns three internal combustion engine generators that are fueled by the methane gas produced by the landfill. JEA also receives landfill gas from the Northside landfill, which is fed to the Northside Generating Station and is used to generate power at Northside Unit 3.

Wind

JEA purchases 10MW of wind capacity from Nebraska Public Power District (NPPD) and in turn the NPPD buys back the energy at specified on/off peak charges. JEA and other utilities receive federal environmental credits associated with green projects.

Biomass

Biomass is material collected from wood processing, forestry, urban wood waste, agricultural waste, and other plant and biological sources. JEA continues to conduct research and evaluate the feasibility of this energy source.

Nuclear

In March 2008, JEA approved the policy of pursuing nuclear energy partnerships with the goal of providing ten (10%) percent of JEA's power from nuclear sources. In June 2008, JEA entered into a purchase power agreement with the Municipal Electric Authority of Georgia (MEAG) for a portion of MEAG's entitlement to the Vogtle Units 3 and 4, new nuclear units proposed to be constructed at the existing Plant Vogtle located in Burke County, Georgia. JEA is actively exploring the possibility of participation in new nuclear power generation projects that may be constructed at the latter end of this ten-year site plan or in the subsequent ten-year period.

Based on the trends for electric energy sources for Northeast Florida it can be stated that Northeast Florida is not diverse in fuel sources and has a disproportionate dependency on coal to generate the Region's electricity. The Region is in its early stages of alternative fuel source development.

STRATEGIC ISSUE: MOTOR FUEL ALTERNATIVES AND RESILIENCY

Introduction and Overview

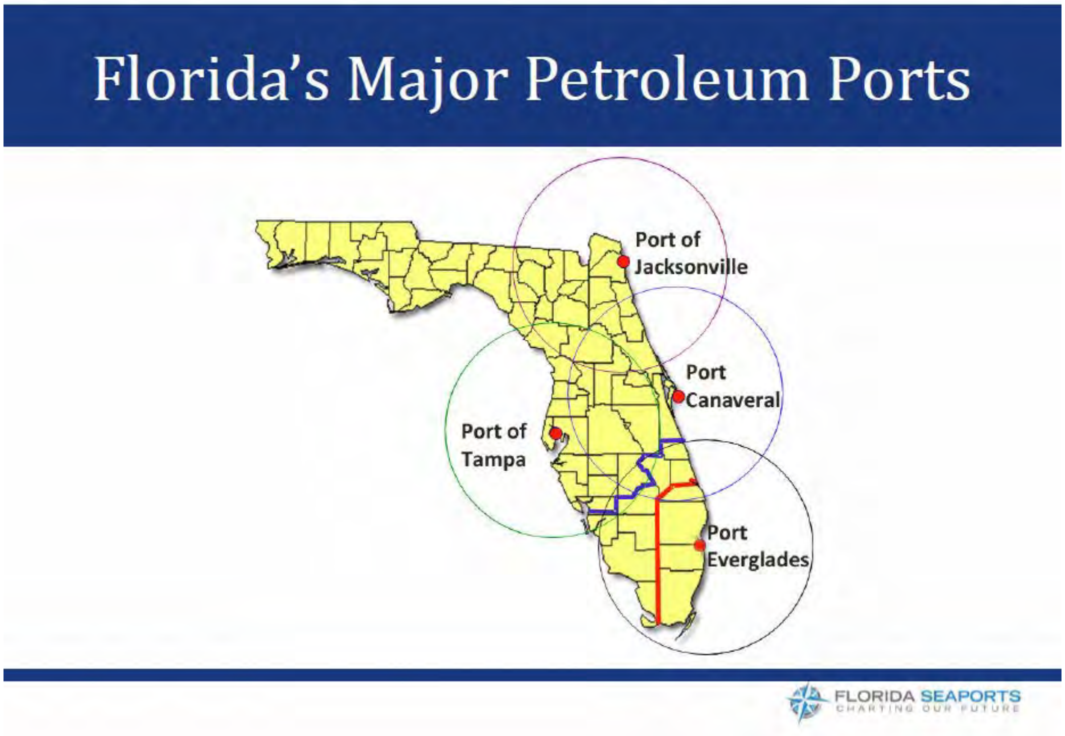
Affordable transportation of people and goods is vital to the nation's economic health. When the price of oil rises, the United States suffers as costs for transportation, food, and other goods increase. Because 95% of the country's transportation is powered by oil, few options are available when prices jump, causing the nation's welfare to be dependent upon the whims of the global oil market. Supply disruptions, or even the threat of disruption in the Middle East or elsewhere can cause price shifts that cost consumers and industries billions of dollars.

The North Florida Clean Cities Coalition is working to bring more viable alternative fuels and energy-efficient vehicles to this Region. This non-profit organization serves business, government, and non-profit agencies in Baker, Clay, Duval, Nassau, Putnam, and St. Johns Counties. The Coalition advocates using alternative fuels and advanced vehicle technologies to achieve a triad of missions: reduce dependence on imported petroleum, develop Regional economic opportunities, and improve air quality.

Petroleum

Oil provides nearly forty (40%) percent of total U.S. energy demand and the transportation sector used seventy (70%) percent of all oil consumed in the U.S. In 2010, the U.S. imported 49% of the petroleum it used. The U.S. Government Accountability Office reports that oil production will likely peak by 2040.

Figure 7 – Florida's Major Petroleum Ports



Source: Florida's Seaports

Gasoline

Gasoline sales in the Northeast Florida Region were about 707.9 million gallons in 2008 and 726.5 million gallons in 2010. Looking at data at the County level, all Counties increased gasoline consumption except Duval and Putnam Counties. The largest increases in consumption came from Nassau and St. Johns Counties, with an increase in both of approximately 11% from 2008 to 2010.[3]

In metropolitan Jacksonville, the average pump price for a gallon of regular grade gasoline in 2010 was $2.660. In 2011, the average price was $3.602.[4]

Northeast Florida and the State depend on the Port of Jacksonville (JaxPort) for the import of gasoline and other fuels. The following tables summarize the volume of commodities imported and the ranking of import customers using the JaxPort.

[3] *Florida Statistical Abstract 2011, Table 15.67*
[4] *Florida Statistical Abstract 2011, Table 15.66*

Figure 8 – Import Commodities

Top 15 Import Commodities By Tonnage		
All Cargo Types	*M/Tons*	*% Total*
1 COAL & COKE	3,363,440	34%
2 GASOLINE & AVIATION FUEL	1,413,039	14%
3 PETROLEUM/CRUDE & FUEL OIL	1,344,254	14%
4 LIMESTONE CHIPS	905,177	9%
5 AUTOMOBILES	325,248	3%
6 PAPER & PAPERBOARD INC WASTE	322,698	3%
7 WOOD PULP	252,852	3%
8 STONES & PEBBLES	241,681	2%
9 LIMESTONE	95,377	1%
10 COFFEE	74,742	1%
11 KEROSENE, NAPHTHA	68,522	1%
12 GENERAL CARGO, MISC	66,477	1%
13 PHOSPHORIC, SULFURIC ACIDS	57,018	1%
14 STEEL WIRE RODS	56,546	1%
15 SOD CMP, CYANIDE-HYDROXIDE	56208.6	1%
Other	**1,232,883**	**12%**
Grand Total	**9,876,163**	**100%**

Source: JPA (JaxPort) Fiscal Year 2010, www.jaxport.com

Figure 9 – Import Customers

Top 15 Import Customers By Tonnage		
All Cargo Types	*M/Tons*	*% Total*
1 JEA SJRPP	3,345,914	34%
2 ORDER	711,540	7%
3 AMERADA HESS PIPELINE CORPORATION	545,194	6%
4 MARTIN MARIETTA MATERIALS INC	540,547	5%
5 VULCAN CONSTRUCTION MATERIALS LP	455,729	5%
6 COLONIAL OIL INDUSTRIES INC	443,585	4%
7 HESS CORP	427,859	4%
8 VITOL SA	308,419	3%
9 UPM-KYMMENE CORP	295,711	3%
10 MARTIN MARIETT MATERIALS	170,492	3%
11 AMERADA HESS	151,224	2%
12 FORTIS CAPITAL CORP	146,101	2%
13 MARTIN MARIETTA MAGNESIA SPECAILTIE	95,359	1%
14 BP PRODUCTS NORTH AMERICA	71888.89	1%
15 CHEVERON TEXACO PRODUCTS CO	53377.88	1%
Other	**2,113,222**	**21%**
Grand Total	**9,876,163**	**103%**

Source: Compiled from PIERS/Journal of Commerce, Fiscal Year 2010

The economic impacts of an increase in the price of gasoline are provided in Figure 8. If the price of gasoline were to double by 2020, the economy would suffer and there would be an estimated loss of about 11,000 jobs in Northeast Florida, which would be about one (1%)

percent of the 2020 workforce. Gross Regional Product and personal income would also decrease by about one (1%) percent.

Figure 10 – Economic Impacts of Increasing Gasoline Prices

NORTHEAST	TODAY	2020	LOSS IN 2020	DECREASE IN 2020
Employment	828,649	1.05 million	-11,000	1%
GRP	71 billion	123 billion	993 million	0.8%
Personal Income	60 billion	110 billion	1.1 billion	0.9%

Source: REMI PI+, NEFRC 2012.

Biofuels

Biofuels are projected to become a larger portion of the nation's fuel supply in the coming years. In 2010 just over 4% of the nation's fuel supply came from biofuels. The Energy Information Administration forecasts that that number will increase to at least 12% within 25 years.

Biofuels can be produced from plants, algae, agricultural waste, food waste, municipal solid waste, and other sources. Ethanol and biodiesel are the two most common types of biofuel produced in the U.S.

In this Region, St. Johns County has a biodiesel fuel program. Residents can bring used cooking grease to five collection points to be recycled into biodiesel fuel.

At the Federal level, the policy is to look into ethanol. However, this Region does not produce any ethanol as a fuel source.

Natural Gas

Natural gas is an attractive transportation fuel because it burns cleaner than other fossil fuels. Natural gas vehicles produce up to thirty (30%) percent less greenhouse gas emissions than comparable gas or diesel vehicles.

Natural gas use in vehicles nearly doubled between 2003 and 2009 and according to the American Public Transit Association, about eighteen (18%) percent of transit buses run on natural gas. More than 100,000 natural gas vehicles (NGVs) are operating on U.S. roads, but they account for less than 1 percent of NGVs worldwide.

Domestic natural gas production is predicted to grow in the coming decades, reducing the need for natural gas imports. Shale gas is expected to be the largest source of natural gas in the future, accounting for nearly fifty (50%) percent of total U.S. natural gas production in 2035, compared to 16 percent in 2009.

Depending on vehicle size and type, natural gas vehicles can provide better fuel efficiency, lower operating costs, and reduced emissions compared to conventional fuels. They emit fewer harmful greenhouse gas pollutants. The following are considered greenhouse gas particulates/air pollutants.

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous Oxide (N_2O)
- Fluorinated gasses

Policymakers have encouraged natural gas vehicle development with tax incentives, rebate programs, and fleet requirements. AT&T has made efforts to incorporate alternative fuel vehicles into their fleet. Approximately six (6%) percent of their alternative fuel vehicles are located in Florida. Four of these are located in Northeast Florida.

The per gallon price of natural gas is typically half that of traditional fuels. In 2011, the compressed natural gas cost was approximately $1.80 less than gasoline per gallon on average.

Electric Vehicles

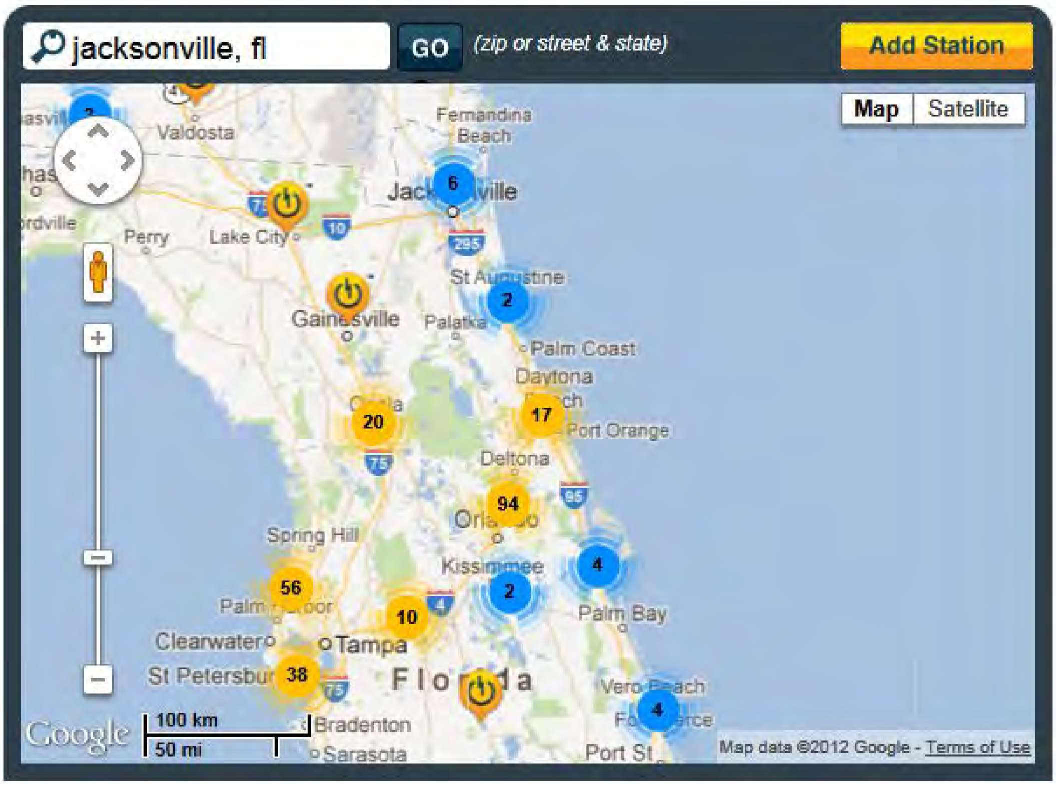
Electric vehicles (EVs) are becoming more popular nationally due to incentives, advanced motor and battery technologies, higher gasoline prices, and environmental concerns. Electricity prices fluctuate far less than oil prices, so increased reliance on electricity for transportation could help make transportation costs more predictable and reduce the negative economic effects of oil price fluctuations.

Electric vehicles themselves have zero emissions, although generating the electricity to power the vehicle may produce emissions. Depending on where the EV is charged, its power will come from a varying mix of coal, natural gas, nuclear and renewable energy. The dominant source of electrical generation in Northeast Florida is dependent on coal.

Electric or hybrid vehicles are charged with charging units that can be installed at home, the workplace, or in public areas. There are very few charging stations in this Region, so operating a purely electric vehicle for long trips requires drivers to plan by estimating mileage and identifying charging station locations. For EVs to appeal to a wider range of consumers, a broader charging infrastructure in workplaces, malls, and other public places will be necessary.

In this Region, there are eight public charging stations. This is very few in comparison to other areas in Florida. The majority of charging stations in the Region are at Chevrolet and Nissan dealerships. The drivers of these vehicles qualify to participate in the project and may receive residential charges at no cost. Figure 11 depicts the number of public charging stations in various locations in north and central Florida.

Figure 11 – Number of Public Charging Stations



Source: www.carstations.com

STRATEGIC ISSUE: ENERGY CONSERVATION AND EFFICIENCY: NEW AND EXISTING HOMES AND BUSINESSES

Many homes in this Region do not have insulation that meets current building codes and many existing housing codes do not address energy efficiency. Landlords have no incentives to upgrade existing homes to provide minimum insulation and energy efficient standards to low income renters (or any income renters).

HERS (Home Energy Rating Systems) provide a standardized evaluation of a home's energy efficiency and expected energy costs. HERS ratings provide a relative energy use index called the HERS Index – a HERS Index of 100 represents the energy use of the "American

Northeast Florida Regional Council

Standard Building" and an Index of 0 (zero) indicates that the proposed building uses no net purchased energy (a Zero Energy Building).

For a 1,600 square foot home with an R-30 value, the average annual energy cost is about $1,475. An older home of the same size with an R-13 value (assumed to be an un-insulated older home) has an average annual energy cost of $1,690. Based on this example the HERS score will vary and is a possible gauge for the cost savings to a homebuyer.

Under Executive Order 05-241 on Energy Efficiency and Conservation (Leadership by Example), all new construction and renovation of State buildings must follow the guidelines of LEED or other green building rating systems, including Green Globes and the Florida Green Building Coalition standards. The bill requires the same of the following public entities in the State of Florida entering building design after July 1, 2008: Counties, municipalities, school districts, water management districts, state universities, community colleges, and Florida state courts.

A Property Assessed Clean Energy (PACE) program allows local governments to finance renewable energy and storm resistance improvements for homeowners and businesses. Adding the storm resistance retrofits for Florida homes is a plus. Property owners can finance renewable onsite generation installations and energy efficiency improvements through a voluntary assessment on their property tax bills.

NEFRC has adopted a policy for all Developments of Regional Impact to include the Florida Water Star Program and Energy Star appliances, or other water and energy saving programs. The Region continues to assist the St. Johns River Water Management District and JEA in the distribution of literature for public education. The literature may include xeriscaping techniques and home energy audits.

STRATEGIC ISSUE: INVESTMENTS: ELECTRIC GRID, POWER PLANT SITING, 3RD PARTY, FINANCE, INCENTIVES

The Region is challenged by the levels at which energy policy and investment decisions are made. There are approaches that may be implemented locally and Regionally, and these are the areas where Northeast Florida will focus. The willingness of stakeholders to convene and develop strategies that will work in the near term is evident from the 2012 Energy Policy workshops, along with an openness to a diversity of energy sources.

REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES

The Energy Resources of Regional Significance map shows the natural gas pipelines, the major electric transmission lines as defined by 403.522 F.S., and the power generation plants in the Northeast Florida Region. There are two pipelines, the Southern Natural Gas and the Florida Gas Transmission pipeline. There are six power plants, five JEA plants, all in Duval County and one Seminole Electric Plant in Putnam County.

Pipelines, distribution facilities, power generation sites, and major transmission lines are of Regional significance. The map is just an illustration and may not include all such resources or facilities.

Figure 12 – Energy Resources and Facilities of Regional Significance

OBJECTIVES AND POLICIES

(Pillar: Infrastructure and Growth Leadership, SCP: 187.201(11)F.S.

OBJECTIVE: A REGION THAT CAPITALIZES ON ITS REGIONAL STRENGTHS, WHERE ENERGY IS RELIABLE, AVAILABLE, AND ABUNDANT

OBJECTIVE: A FOCUS ON WHAT WORKS FOR NORTHEAST FLORIDA TODAY, WITH STRATEGIES THAT ARE FREQUENTLY RE-EXAMINED TO ADDRESS CHANGE

Policies

Policy 1: NEFRC will serve as a clearinghouse with Regional partners to identify energy incentives, opportunities, and barriers that are relevant to Northeast Florida.

Policy 2: NEFRC and Regional partners will evaluate state policies and local ordinances for their ability to help the Region achieve its energy goals and objectives and for use as best practices when appropriate.

Policy 3: Form a Regional task force structure to develop 5-10 year strategies and solutions and to assess their success in implementation.

Policy 4: The Region encourages development through universities, entrepreneurs, and a network of Regional expertise.

Policy 5: Regional summits shall be conducted to identify strengths and share findings.

Policy 6: NEFRC shall consider the objectives and policies of the SRPP in its utility ten- year site plan and electric substation reviews.

Policy 7: Engage the public in the energy planning process.

Objective: Reduced Dependency On Foreign Oil

Objective: Prioritized and Incentivized Energy investments

Objective: A Region that Uses a Diversity of Energy Sources, Including Renewables

Policies

Policy 8: Expand the natural gas infrastructure.

Policy 9: The Region supports use of natural gas for transportation.

Policy 10: The Region supports the identification of resources that are sustainable and economically efficient.

Policy 11: NEFRC uses its clearinghouse function to gather building stock data for analysis.

Policy 12: The Region encourages the use of the Home Energy Rating System (HERS) to address the HVAC and insulation characteristics of residential structures. Local governments are supported in requiring HERS disclosure upon sale or resale, to educate the public on the implications of HERS, to incentivize or require use of HERS, and to subsidize HERS rating and retrofit to improve systems for low-income residents.

Policy 13: The Region encourages the education and ongoing engagement of key stakeholders in energy issues.

Policy 14: NEFRC supports the use of the Energy Star program and appliances that are energy efficient or other water and energy saving programs.

Objective: Consistency with the Strategic Regional Policy Plan

Policy 15: NEFRC considers impacts to resources of regional significance and extra jurisdictional impacts as it reviews consistency with the SRPP. Local governments and proposers of projects should include best available data gathered using professionally acceptable methodology in support of their proposals, sufficient to determine impacts. Where mitigation is proposed, using strategies outlined in local government policies or plans, the SRPP or a combination is encouraged.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(15)(a)

ENERGY MEASURES

Air pollutants (to be replaced by greenhouse gas emissions when this data is available)

Figure 13 – 2005 Air Pollution

AIR POLLUTANT	REGIONAL TOTAL
Particulate Matter 24-hour	335 µg/m^3
Sulfur Oxides 24-hour	.07 ppm
Carbon Monoxide	2 ppm
Nitrogen Dioxide	.013 ppm
Ozone (8-hour)	.144 ppm

Source: www.city-data.com

Air pollutants are not monitored on a yearly basis. The last year monitored was 2005 and some Counties were excluded. These are air pollutant monitoring sites, which cover a larger area than the County. While monitoring sites are only in Duval, Nassau, and Putnam Counties the coverage area extends beyond the County.

Figure 14 – Electricity Sales to Customers

UTILITY PROVIDER	MEGAWATTS
Green Cove Springs (Clay)	118,068
Jacksonville Beach (Duval, St. Johns)	758,554
JEA (Clay, Duval, St. Johns)	13,103,903
Clay Electric (Baker, Clay, Duval, Flagler, Putnam)	3,327,933
Okefenokee (Baker, Nassau)	142,692
*Florida Power and Light	104,790,401
*Florida Public Utilities	745,949
*Progress Energy	38,925,066
Total *(power generation plants located in NE FL)*	17,451,150
Total	161,912,566

Source: BEBR 2011, Table 15.14

***Includes customers outside of Northeast Florida**

Figure 15 – 2010 Northeast Florida Power Generation Site Fuel Sources

JEA

Nuclear	12.20%
Coal	40.40%
Natural Gas	21.60%
Renewables (Includes Girvin Landfill Solar)	00.60%
Petroleum Coke	26.00%
Steam	00.10%

Source: 2011 JEA Annual Report, JEA Ten Year Site Plan 2011, Seminole Ten Year Site Plan

SEMINOLE ELECTRIC

Unit 1 & 2 Putnam County	100% Bituminous Coal and Petroleum Coke

Source: 2011 JEA Annual Report, JEA Ten Year Site Plan 2011, Seminole Ten Year Site Plan

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Regional Health

TABLE OF CONTENTS

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REGIONAL HEALTH TRENDS AND CONDITIONS

This chapter was developed with input from the Health Planning Council of Northeast Florida Inc., and the many partners who helped us understand health issues as we developed First Coast Vision. According to the World Health Organization, health is a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity. Globally, the paradigm shift in public health from sickness and disease towards wellness and prevention is prompting increased cross sector integrated strategies. Four primary areas of prevention include building healthy and safe communities; expanding quality preventive services in both clinical and community settings; empowering people to make healthy choices; and eliminating health disparities.

Healthy People 2020, an initiative of the U.S. Department of Health and Human Services and other agencies, provides structure and guidance for achieving better population health by the year 2020. This framework offers specific, important areas of emphasis where action is needed in the United States to attain better health outcomes. The four over-arching goals of the framework are:

- Attain high-quality, longer lives free of preventable disease, disability, injury, and premature death;
- Achieve health equity, eliminate disparities, and improve the health of all groups;
- Create social and physical environments that promote good health for all; and
- Promote quality of life, healthy development, and healthy behaviors across all life stages.

A renewed emphasis on the relationships between economic, social, and political factors and health and mental well-being status is transforming local leaders' perspectives on identifying the most leveraged loci of change in health improvement. Health behaviors are determined from, and influenced by, a multitude of factors that are personal (i.e., biological, psychological); organizational and environmental (i.e., both social and physical); and policy and programs. Significant and dynamic interconnections that exist among these various levels of health determinants will most likely influence effective interventions when health determinants are addressed at all levels.

REGIONAL HEALTH CHALLENGES[1]

As a nation, we are learning that growing a healthy community is a lifelong process-one that requires our constant nurturing and vigilance. Healthy communities result from healthy choices and environments that support shared responsibility. In addition, everyone has a role to play in building a healthier, more vibrant community. The emphasis in public health toward prevention elevates the importance of two focus areas that directly impact healthy communities: an effective health system that fosters both quality coordinated health care services and environmental conditions that support and promote healthy and safe lifestyles and behavior.

The Center for Disease Control and Prevention has integrated healthy community design as a core function supporting their overall mission, which is to create the expertise, information, and tools that people and communities need to protect their health through cross sector collaborations. Healthy community design can improve people's health by:

- Increasing physical activity;
- Reducing injury;
- Increasing access to healthy food;
- Improving air and water quality;
- Minimizing the effects of climate change;
- Decreasing mental health stresses;
- Strengthening the social fabric of a community; and
- Providing fair access to livelihood, education, and resources.

As traditional health care delivery continues to evolve due to rising costs and other social and political factors, strategies around prevention promote new approaches to health care delivery and access. Hospital and medical systems are integral to community health. The U.S. Department of Health and Humans Services, Health Resources and Service Administration (HRSA) supports collaborative networks of organizations working together to improve operations that address public health prevention strategies. These strategies support environmental and other social factors that have a bigger impact on health outcomes than medical care. Effectively integrating community prevention into health services delivery is critical to our Regional health system.

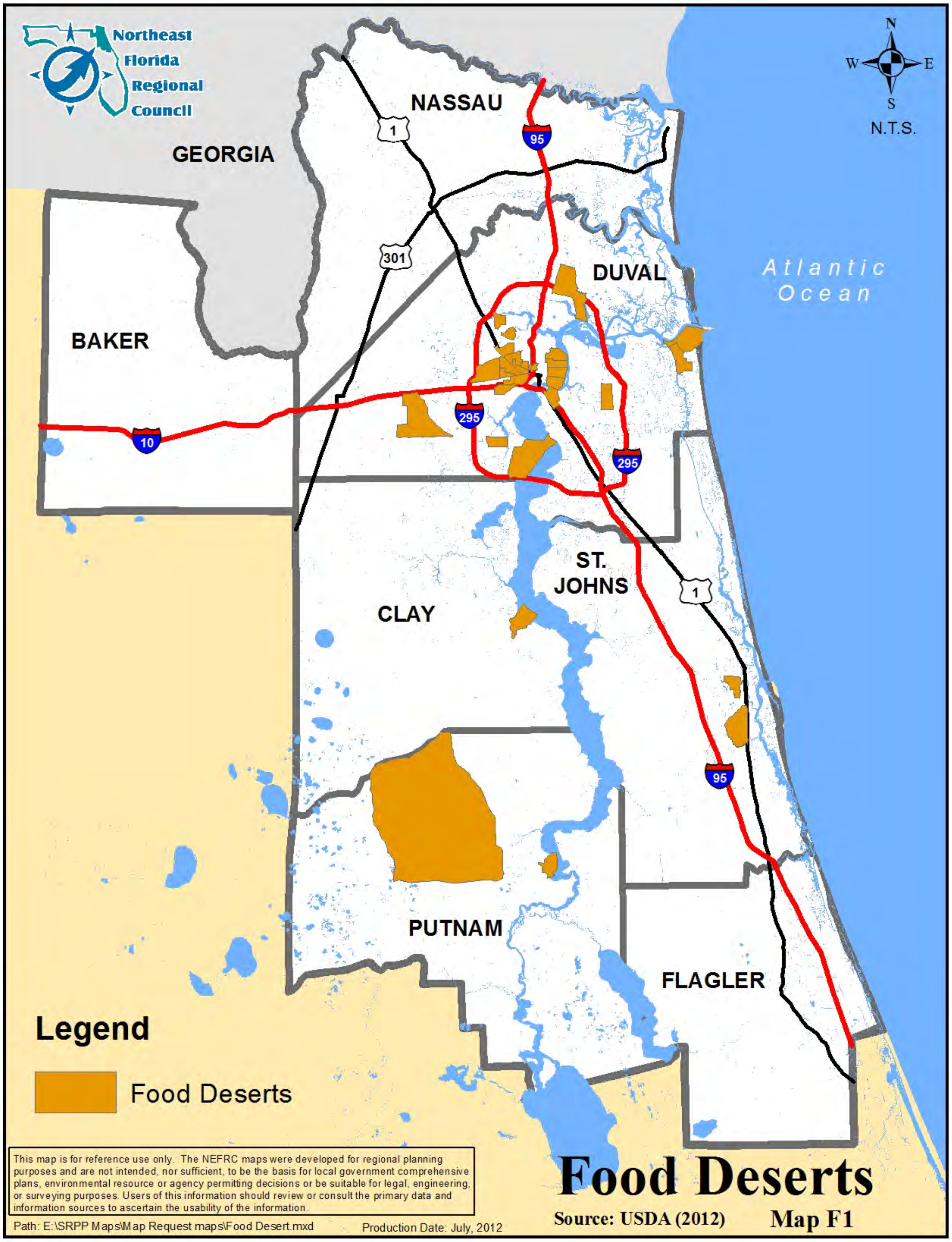
[1] *Sources: http://www.cdc.gov/healthyplaces/) and http://www.healthypeople.gov/2020/default.aspx*

HRSA suggests, as an example, that access to healthy community environments and social supports increases the ability of patients to follow through on recommended chronic disease management treatments such as participating in regular physical activity or changing dietary habits. This in turn can improve health outcomes and decrease the need for drugs or other medical interventions. Community prevention complements medical care through actions to improve the physical and social environment in which people live, work, and play; and by investing in policies and infrastructure that support safe, healthy communities.

In an effort to help visualize the challenge to ensuring all residents have and maintain access to health care, the map that identifies Health Facilities of Regional Significance later in this section shows licensed Florida hospitals in the Region, according to the Agency for Healthcare Administration.

In an effort to help visualize the challenge to ensuring that all residents have access to healthy food, the following map shows food deserts in the Region, as identified by the US Department of Agriculture (USDA). USDA defines a food desert as a low-income census tract where a substantial number or share of residents has low access to a supermarket or large grocery store. Low access communities include those where 500 or more people, or 33% of a census tract's population, live more than one mile from a supermarket in urban areas or more than 10 miles from a grocery store in rural areas.

Figure 1 – Food Deserts in Northeast Florida



One of the Action Items from First Coast Vision is to foster the relationships developed through the visioning process with partners who support the health of our Region. This includes measuring growth management planning outcomes relative to health metrics, ensuring cross sector collaborations that support a healthy Region during vision implementation, and considering the future impact of decisions in our Region on the health of those who live and work in Northeast Florida. First Coast Vision revealed the importance of health to our overall goals. Each of the health objectives and policies are aligned with the strategic issues in the SRPP.

REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES

Licensed hospitals are of Regional significance. The map is just an illustration and may not include all such resources or facilities.

Figure 2 – Health Facilities of Regional Significance

Northeast Florida Regional Council

OBJECTIVES AND POLICIES

STRATEGIC ISSUE: ECONOMIC DEVELOPMENT AND HEALTH

OBJECTIVE: THE HEALTH CARE SECTOR IS A KEY COMPONENT OF NORTHEAST FLORIDA'S ECONOMIC BASE.

Policy 1: In addition to hospitals, clinics, doctor's offices and other health sector facilities that serve Northeast Florida residents, the Region seeks to attract and retain nationally recognized research hospitals and medical technology industries. In order to do this, first-tier colleges and universities, and a positive business climate will be required.
Pillar: Innovation and Economic Development, SCP: 187.201(5)(c)(1)F.S

Policy 2: Support the existing base of medical and related industry, and look for opportunities to increase these sectors and expand existing businesses and services.
Pillar: Innovation and Economic Development, SCP: 187.201(5)(c)(1)F.S.

Policy 3: Support our partners in maintaining a dashboard of data for the Region by County that allows for County comparison and County uniqueness, and measure our success using this best-available data.
Pillar: Innovation and Economic Development, SCP: 187.201(5)(c)(1)F.S.

Policy 4: Maintain a robust research and development sector.
Pillar: Innovation and Economic Development, SCP: 187.201(5)(c)(1)F.S

Policy 5: Train and retain a workforce of medical and allied health professionals, including medical technology.
Pillar: Innovation and Economic Development, SCP: 187.201(5)(c)(1)F.S.

OBJECTIVE: A ROBUST ECONOMY THAT SERVES THE NEEDS OF NORTHEAST FLORIDA RESIDENTS WITH JOBS THAT PAY WELL AND PROVIDE A FULL RANGE OF BENEFITS. THIS ECONOMIC WELL-BEING TRANSLATES INTO A POPULATION WITH POSITIVE EMOTIONAL AND PHYSICAL OUTCOMES THAT RESULT IN INCREASED PRODUCTIVITY.

Policy 6: Support job creation for all that want to work, and encourage wealth building for all of our residents.
Pillar: Innovation and Economic Development, SCP: 187.201(21)(a)F.S.

Policy 7: Support programs that provide residents of the Region access to health insurance or other medical coverage that is high quality and affordable.

Pillar: Innovation and Economic Development, SCP: 187.201(5)(d)(1)F.S.

STRATEGIC ISSUE: TRANSPORTATION AND HEALTH

OBJECTIVE: THE REGION PROVIDES OUR RESIDENTS WITH GREAT PLACES TO WALK TO SAFELY.

Policy 8: Encourage developers and local governments to promote mixed-use communities that provide alternative forms of transportation, such as sidewalks, bike paths, and transit stops in locations with highest density.
Pillar: Quality of Life and Quality Places, SCP: 187.201(5)(b)(1)F.S.

OBJECTIVE: THE REGION PROVIDES MEDICAL TRANSPORTATION THAT ADDRESSES BARRIERS TO ACCESS AND AFFORDABILITY FOR ALL OF OUR RESIDENTS.

Policy 9: Encourage the Florida Department of Transportation (FDOT), the North Florida Transportation Planning Organization (North Florida TPO), Jacksonville Transportation Authority (JTA), other Regional/State transportation agencies and local governments to consider medical access in all transportation planning decisions.
Pillar Quality of Life and Quality Places, SCP: 187.201(5)(b)(1)F.S.

OBJECTIVE: A SAFE TRANSPORTATION NETWORK THAT GIVES PEDESTRIANS AND BICYCLISTS EQUAL PRIORITY WITH MOTOR VEHICLES. ROADWAYS ARE DESIGNED TO MINIMIZE CONFLICTS BETWEEN AUTOMOBILES AND BICYCLES OR PEDESTRIANS, THEREFORE RESULTING IN SAFE TRAVELS REGARDLESS OF TRANSPORTATION MODE.

Policy 10: The Region will review the number of bicycle and pedestrian traffic accidents and improve transportation networks where necessary in areas with highest rate of accidents.
Pillar Quality of Life and Quality Places, SCP: 187.201(5)(b)(1)F.S.

Policy 11: Take actions to increase the proportion of residents that use cycling as a safe and viable mode of transportation.
Pillar Quality of Life and Quality Places, SCP: 187.201(5)(b)(1)F.S.

STRATEGIC ISSUE: NATURAL RESOURCES AND HEALTH

OBJECTIVE: NORTHEAST FLORIDA MAINTAINS GOOD AIR QUALITY AS A RESULT OF IMPROVEMENTS TO THE TRANSPORTATION NETWORK, MORE EFFICIENT ENERGY USE BY ITS RESIDENTS AND PRESERVATION OF NATURAL AREAS THAT ACT AS "CARBON SINKS" THAT HELP MAINTAIN THE REGION'S AIR QUALITY. THESE AREAS ALSO ARE IMPORTANT TO WATER QUALITY, WILDLIFE, AND QUALITY OF LIFE.

Policy 12: Support a Regional transit system, transit-oriented development, and more compact development patterns to reduce vehicle miles traveled and reduce the Regional carbon footprint.
Pillar: Quality of Life and Quality Places, SCP; 187.201(11)(a)(1)F.S.

Policy 13: Support our partners in programs that seek to reduce the negative impact that air quality has on the health of our residents.
Pillar: Quality of Life and Quality Places, SCP; 187.201(11)(a)(1)F.S.

OBJECTIVE: GOOD SURFACE WATER AND DRINKING WATER QUALITY.

Policy 14: Support innovations in storm water treatment and overall reductions in storm water runoff.
Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

Policy 15: Support water conservation measures, including the elimination of potable water as an irrigation source and "Florida Friendly" landscaping requirements, to reduce demand on the Floridan aquifer and reduce nutrient pollution in waterways.
Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

Policy 16: Eliminate failing septic tanks.
Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

OBJECTIVE: IMPROVE THE HEALTH OF OUR RESIDENTS, INCLUDING REDUCING RATES OF CHRONIC DISEASES BY PROVIDING MORE PUBLIC PLACES TO EXERCISE.

Policy 17: Support and enhance Northeast Florida's extensive, connected system of publicly accessible natural lands that includes greenways and trails and other recreational opportunities that promote physical activity.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(b)(12)F.S.

Policy 18: Use park design and community design to ensure that recreation areas are accessible to all residents, and provide mobility and programmatic options so all residents can get to recreation areas without the use of a personal vehicle.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(b)(12)F.S.

Policy 19: Seek to Increase the proportion of trips of less than a mile that are accomplished by walking, and the proportion of trips of less than 5 miles that are accomplished by biking.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(b)(15)F.S.

STRATEGIC ISSUE: HOUSING AND HEALTH

OBJECTIVE: HOUSING OPTIONS THAT PROVIDE CHOICES TO ALL OF OUR RESIDENTS AND PROMOTE DEMOGRAPHIC AND ECONOMIC DIVERSITY AS ONE WAY TO ENSURE THAT OUR COMMUNITIES ARE VIABLE AND INTERESTING PLACES FOR THE LONG TERM.

Policy 20: The Region supports housing that incorporates universal design, and is suitable and affordable to all income levels, to seniors and the disabled.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(b)(3)F.S.

Policy 21: The Region supports diverse and sufficient housing stock to provide choices for all households, from single persons to extended families with children.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(b)(3)F.S.

OBJECTIVE: HOUSING STOCK THAT IS SAFE AND FREE FROM ENVIRONMENTAL HAZARDS THAT CAN BE DETRIMENTAL TO HEALTH.

Policy 22: Support our partners in their efforts to reduce toxic exposure indoors, including lead exposure and asthma in the Region.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(b)(3)F.S.

STRATEGIC ISSUE: A HEALTHY COMMUNITY

OBJECTIVE: A REGION THAT IS ONE OF THE NATION'S HEALTHIEST.

Policy 23: Support partners that can ensure that healthy habits are part of the Region's culture, beginning at birth. As a result of this culture of health, Northeast Florida seeks to lower obesity rates and reduce poor health outcomes associated with obesity.
Pillar: Quality of Life and Quality Places, SCP; 187.201(5)(b)(1)F.S.

Policy 24: Support well designed communities that promote active lifestyles.
Pillar: Quality of Life and Quality Places, SCP; 187.201(5)(b)(1)F.S.

Policy 25: Reduce the number of "food deserts" in the Region.
Pillar: Quality of Life and Quality Places, SCP; 187.201(5)(b)(1)F.S.

Policy 26: Support public-private partnerships that result in a Regional network of community gardens and farmers' markets that provide healthy food and jobs, while also preserving agricultural lands.
Pillar: Quality of Life and Quality Places, SCP; 187.201(5)(b)(1)F.S.

Policy 27: Support measures that increase the diversity and affordability of food options, including fresh and healthy food from groceries, restaurants, and farmers markets.
Pillar: Quality of Life and Quality Places, SCP; 187.201(5)(b)(2)(a)F.S.

Policy 28: Support our partners as they provide healthy school lunches and physical activity getting to or at school.
Pillar: Quality of Life and Quality Places, SCP; 187.201(5)(b)(2)(a)F.S.

Policy 29: Encourage new development projects within the Region to provide areas for community gardens.
Pillar: Quality of Life and Quality Places, SCP; 187.201(5)(b)(2)(a)F.S.

OBJECTIVE: RESIDENTS HAVE GOOD ACCESS TO QUALITY HEALTH CARE AND HEALTH-SUPPORTIVE SERVICES, INCLUDING MENTAL HEALTH SERVICES, REGARDLESS OF LOCATION OR SOCIOECONOMIC STATUS.

Policy 30: Support a Regional multi-modal transportation network to ensure physical access to services.
Pillar: Quality of Life and Quality Places, SCP: 187.201(5)c(2)e

Policy 31: Support, with our partners, a robust network of social services to ensures access for the entire Region.
Pillar: Quality of Life and Quality Places, SCP: 187.201(5)c(2)e

Policy 32: Encourage health care providers to educate patients on the importance of physical outside recreation activity. Encourage them to have list of parks, recreational areas and open space areas to share with patients.
Pillar: Quality of Life and Quality Places, SCP: 187.201(5)c(2)e

STRATEGIC ISSUE: SAFETY OF THE BUILT ENVIRONMENT

OBJECTIVE: THE REGION SUPPORTS BUILDING AND RETROFITTING COMMUNITIES AND BUILDINGS FOR SAFETY AND ENERGY EFFICIENCY.

Policy 33: Support initiatives and programs that assess the safety of buildings and provide upgrades for safety. Encourage energy efficiency in such upgrades where appropriate.
Pillar: Quality of Life and Quality Places, SCP: 187.201(11)(a)F.S.

Policy 34: Support initiatives and programs that assess the safety of communities and their built environments, and provide upgrades for safety. Encourage energy efficiency in such upgrades where appropriate.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 35: Support initiatives and programs that addressing substandard housing conditions, roadway design, and public spaces to minimize conflict between cars, people, and bicycles.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 36: Support efforts in the Region, given its resources, to develop strategies that are cost-effective to create cleaner burning fuels and innovative ways to generate and use energy.
Pillar: Quality of Life and Quality Places, SCP: 187.201(11)(a)F.S.

Policy 37: Support efforts to make Northeast Florida a safe Region from neighborhoods to downtown. This perception of safety translates into vibrant communities with residents who interact with each other and spend time outdoors engaged in a variety of recreational pursuits.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

Policy 38: Promote design that maximizes public safety.
Pillar: Quality of Life and Quality Places, SCP: 187.201(4)(a)F.S.

OBJECTIVE: CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN.

Policy 39: NEFRC considers impacts to resources of regional significance and extra jurisdictional impacts as it reviews consistency with the SRPP. Local governments and proposers of projects should include best available data gathered using professionally acceptable methodology in support of their proposals, sufficient to determine impacts. Where mitigation is proposed, using strategies outlined in local government policies or plans, the SRPP or a combination is encouraged.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(15)(a)

REGIONAL HEALTH MEASURES

Figure 3 – Health Related Jobs

Number of Health Related Jobs	88,820

Source: REMI Policy Insight 9.0 – Top 5 Industries for Employment in Northeast Florida

Figure 4 – Residents with Health Insurance

Percent of residents covered by Health Insurance	86.9%

Source: Source: Florida CHARTS - Florida Behavioral Risk Factor Data (BRFSS) - Percentage of Adults with any type of Health care Insurance Coverage (2010). Adult Population collected from the American Community Survey - 18 years and over estimated population (2005-2009 Estimate). American Community Survey

Figure 5 – Regional Average Walkscore

Regional Average Walkscore *(See Chapter 3B–Affordable Housing and Communities.)*	20.2

Source: www.walkscore.com

Figure 6 – Sedentary Adults

Adults reporting no exercise in the last 30 days	27.9%

Source: Jacksonville, FL MMSA (No data is reported for the Palm Coast MMSA for this year)
SMART BRFSS % of Adults Reporting Health Risks, 2010

Figure 7 – Obese Adults

Adults who are obese	27.4%

Source: Florida CHARTS – Florida Behavioral Risk Factor Data, 2010

Figure 8 – Impaired Water Bodies

Number of water bodies listed as impaired *(See Chapter 3G Natural Resources)*	146

DEP, 2011 sites are: http://www.dep.state.fl.us/water/watersheds/assessment/303drule.htm and http://www.dep.state.fl.us/water/watersheds/assessment/vdllists.htm

Figure 9 – Personal Doctors

Percent of Adults Who Have a Personal Doctor	82.77%

Source: Florida CHARTS – Adults Who Have a Personal Doctor; Florida Behavioral Risk Factor Data, 2010

Figure 10 – Survey of Local Governments

Number of Local Governments with regulations, incentives or both for street design encouraging bicycle and pedestrian safety *(See Chapter 3H Regional Transportation.)*	12

Source: NEFRC 2012 Local Government Survey

Figure 11 – Vehicle Miles Traveled

Average Vehicle Miles Traveled (VMT) Per Capita *(See Chapter 3G Natural Resources)*	33.9

Source: FDOT - Florida Highway Mileage Reports: Public Roads, 2010 Annual Report. Population collected from the American Community Survey - Total Population (2005-2009 Estimate).

Figure 12 – Number of Accidents by Mode

TYPE *(See Chapter 3H Regional Transportation.)*	TOTAL CRASHES	TOTAL FATALITIES	TOTAL INJURIES
Bicycle involved	348	8	316
Pedestrian involved	525	35	499
Vehicle only	22,061	179	14,147

Source: FDOT, District 2 and District 5, Department of Traffic Statistics 2011

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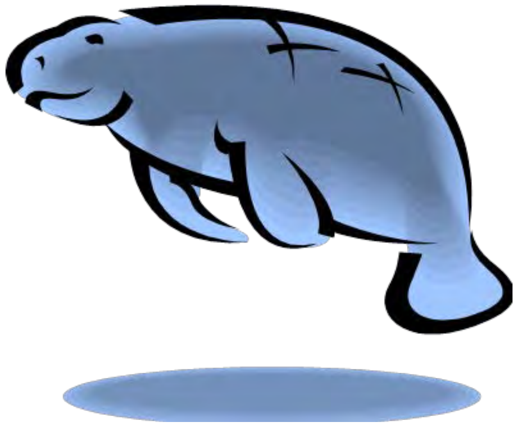

Natural Resources of Regional Significance

TABLE OF CONTENTS

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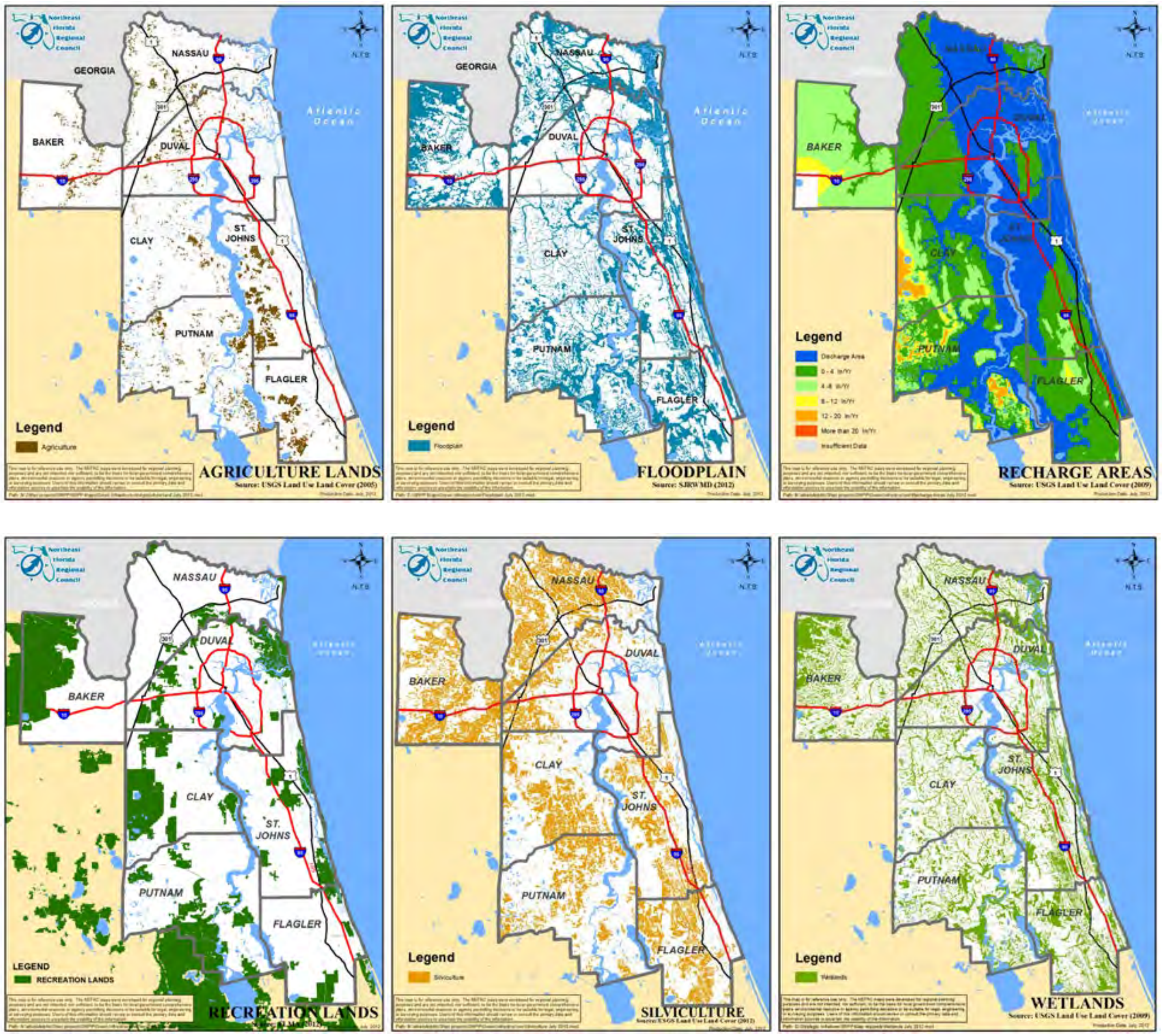
NATURAL RESOURCES TRENDS AND CONDITIONS

STRATEGIC ISSUE: GREEN INFRASTRUCTURE

The Northeast Florida Regional Council (NEFRC) is dedicated to the protection and enhancement of the Region's natural communities and resources. The Regional *Green Infrastructure* is an interconnected system of natural and built infrastructure and undeveloped lands and incorporates natural resource areas, recreational lands and working lands. The Region recognizes the value of Regional *Green Infrastructure* and consistent with the spirit of *green infrastructure*, incorporates commercially viable forest land, cropland, natural resources and recreational facilities into this category, which is an important part of the fabric and future of Northeast Florida. These lands are in various ownerships and there is nothing in their identification as Regional *Green Infrastructure* that impacts their use in any way. NEFRC has established baseline acreage for these categories of land as a way to assess the trends that may be impacting these systems in the future. Ultimately, if *green infrastructure* does not provide services that benefit clean air and water, communities may need to invest in built (or grey) infrastructure to replace those services. By tracking these trends, we may help the Region to consider the value of *green infrastructure* and to make informed decisions before systems have been so diminished as to lose their effectiveness.

Figure 1: Regional Green Infrastructure



Source: St. Johns River Water Management District, USGS, Northeast Florida Regional Council

According to the best available data as of 2012, the Northeast Florida Region has 780,308 acres in silviculture, 169,901 acres in agriculture, 1,706,393 aquifer recharge acres, 1,585,056 acres of recreation areas and 1,044,548 flood plain acres. There are 885,416 acres of wetlands in Northeast Florida.[1] *Green infrastructure* installations, from municipal projects like bioswales to private installations like green roofs, will be tracked using the online Green Map at the following link: http://www.opengreenmap.org/greenmap/jacksonville

[1] *St. Johns River Water Management District*

STRATEGIC ISSUE: AIR QUALITY

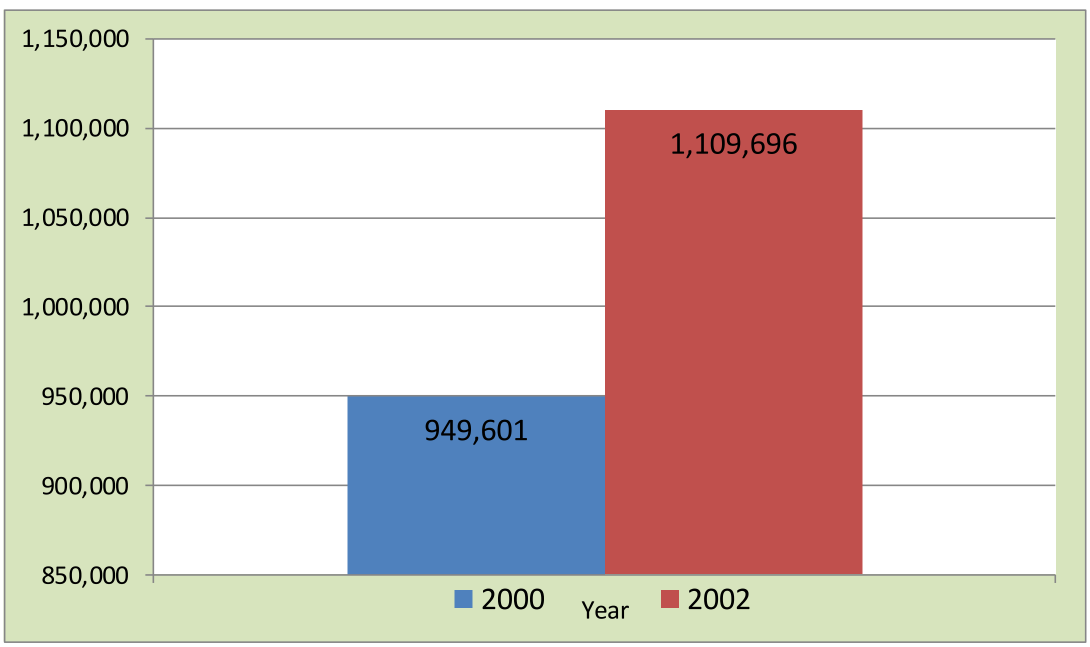
Air quality is another important factor when judging how well the Region is taking care of its natural resources. One of the main sources of pollution is from greenhouse gases. Power plants and vehicle exhaust are the largest contributors. In the Region, the number of vehicle miles travelled per capita per day is 33.9[2]. Lowering that number will help improve the air quality of the Region.

Total Criteria Pollutants (1,000 tons per year)

The bar graph in Figure 1 below describes the amount of total criteria pollutant emissions in tons per year for the Region. The six pollutants that make up criteria pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), sulfur dioxide (SO2), particulate matter (PM10 and PM2.5), and lead (Pb).

In 2002, total criteria pollutant emissions were 1.1 billion tons. Data updates are currently suspended while a new assessment is underway.

Figure 2 - Total Criteria Pollutants (1,000 tons per year)



Source: Environmental Protection Agency; www.epa.gov/air/data/emisdist.html?st~FL~Florida
Source: www.myfloridaeh.com/ostds/statistics/ostdsstatistics.htm/

[2] *FDOT: Florida Highway Mileage Reports: Public Roads, 2010 Annual Report. Population collected from the American Community Survey – Total Population (2005-2009 Estimate)*

STRATEGIC ISSUE: WATER QUALITY

Another important factor that affects each and every person in North Florida is the quality of water. Having enough water is very important, as is making sure that water meets quality standards. One way to judge the water quality in the Region is the number of water bodies that are listed as impaired according to the Florida Department of Environmental Protection. In 2011, there were 146 impaired water bodies in the Region[3], which is 46% of the water bodies in the Region.

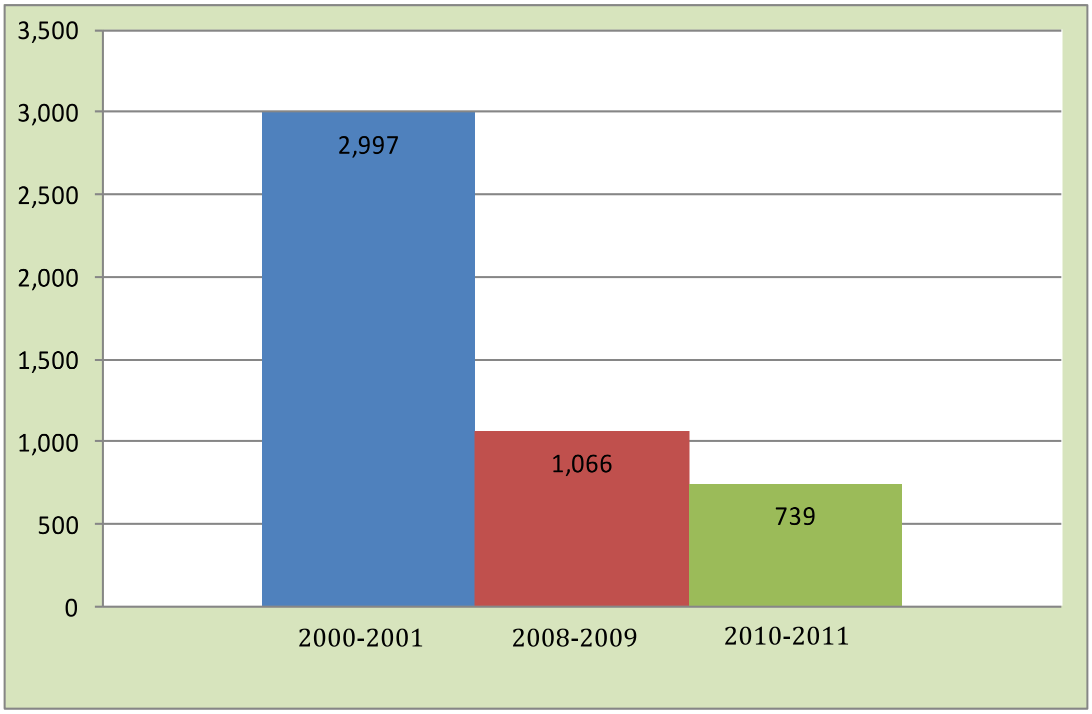
Number of Septic Tanks Permitted

It is a State and Regional goal to reduce the number of new and existing septic tank systems. Malfunctioning septic tanks may leak bacteria into ground water making it unsafe to drink, and may leak sewage into surface waters making them unsafe to swim in or fish. Northeast Florida has been doing well in limiting new septic tank installations. Septic systems are common in agricultural and rural areas. However, this Region has a history of utilities bypassing older suburban and urban areas (that are on septic systems) when installing central service for new development. Programs to connect homes and businesses in these older areas have been implemented to reduce the number of overall septic tanks as a malfunctioning septic tank system may have negative impacts on ground water.

The bar graph in Figure 3 below shows the number of newly permitted septic tanks in the Northeast Florida Region for the fiscal years 2000-2001, 2008-2009, and 2010-2011. In 2000-2001 there were nearly 3,000 tanks installed. In fiscal year 2008-2009, just over 1,000 septic tank permits were issued Regionally. In 2010-2011, 739 permits were issued, showing a significant drop from fiscal year 2000-2001.

[3]DEP, 2011 sites are: http://www.dep.state.fl.us/water/watersheds/assessment/303drule.htm and http://www.dep.state.fl.us/water/watersheds/assessment/vdllists.htm

Figure 3 –Number of Septic Tanks Permitted



Source: Florida Department of Health/Division of Environmental Health; www.doh.state.fl.us
Source: http://www.myfloridaeh.com/ostds/statistics/ostdsstatistics.htm

STRATEGIC ISSUE: WATER QUANTITY

Water is one of the world's most important resources. Every year there is a higher demand for water. Therefore, it makes sense to try to maximize the amount of water conserved. Everybody needs to strive for conservation of water. This includes residential areas, commercial areas, industrial areas, and agricultural areas. Currently, the Regional average of water used per capita per day is 155.8 gallons[4].

To decrease water consumption, local governments could adopt Florida Water Star standards or programs with similar goals. Florida Water Star is a water conservation certification program for new and existing homes and commercial developments. The Region should encourage homes and businesses to become Water Star certified. The installation of *green infrastructure* that results in water conservation, such as rain gardens,

[4] Source: 2010 Florida Statistical Abstract - Table 8.42 Water Use: Public Supplied Population, Water Use, and Withdrawals in the State and Counties of Florida, 2005. Population collected from the American Community Survey - Total Population (2005-2009 Estimate).

rain barrels or cisterns is also encouraged, and the number of these installations is a measure that NEFRC intends to track over time.

In September 2011, the St. Johns River and Suwannee River water management districts and DEP entered into an agreement that formalizes the coordination of water resource management in north Florida.

Working together and exchanging scientific data and factual information is critical to an efficient, productive and successful effort. The North Florida Regional Water Supply Partnership seeks to do this in an open, public process involving both water management districts, DEP, local governments, concerned residents and other stakeholders throughout the region. The Region benefits when collaboration increases openness and understanding, and efforts such as these reflect the best hope for the long term viability of water resources.

STRATEGIC ISSUE: LAND USE PATTERNS THAT SUPPORT NATURAL RESOURCES AND HEALTHY COMMUNITIES

Natural Resource Summary

The St. Johns River flows north through the Region and empties into the Atlantic Ocean in Duval County offering beauty and economic opportunities to the entire Region. The River and its tributaries present real prospects for economic benefits such as eco-tourism. The Regional climate features moderate winters attracting new residents that are also attracted to Georgia and the Carolinas. The Region has an abundance of natural resources and has so far developed in a pattern that allows much of the land area of the Region to remain in managed forests, with a lesser amount of acreage in agriculture.

In the NEFRC Grow Smart Survey that preceded the 2009 Reality Check First Coast visioning exercise, 32% of residents thought preserving the environment should be the first priority when considering development. The same number thought that the economy should be the first consideration. These two opinions point out the close relationship between the environment and economy.

Natural resource proponents cite the perception of abundance of natural resources in Northeast Florida as a problem, as it has led to complacency in the past and has not, until now, ensured planning for *green infrastructure* as an equally important component to ensure wellbeing and quality of life. Abundance of water and land has led to short term thinking about resources and resulted in no public expectation of costs for land preservation, and little tolerance for costs associated with basic resources such as clean water and air.

Little attention has been paid to the importance of private landowners, who control almost half of the acreage of the Region in forests, or their need for economic-based solutions that allow them to prosper while keeping natural lands undeveloped and preserving natural resources. Private land management also affects water resources. Human actions, the trees, vegetation, and pervious soils of a forest influence greater hydrological functions.

Florida allows wetlands to be permitted for development, subject to requirements for mitigation. Over time, this practice results in fragmentation of wetland systems, and the gradual but continual loss of wetland ecosystem functions and services. The cumulative effect results in Regional impacts. The loss of forested and natural areas means less water recharge from the surface to the aquifer and increased storm water runoff impacts to water bodies such as the St. Johns River, which often experiences algal blooms in the summer months. The State of the River Report (EPB/UNF/JU 2008) describes the St. Johns as a threatened watershed critically in need of resource conservation, water quality improvement, and careful management.

The Floridan Aquifer has provided drinking water of excellent quality to the entire Region for many years. The Floridan Aquifer will reach limits for withdrawal soon, and will no longer be available as a drinking water source in the Region. In the absence of consideration of *green infrastructure* as a Regional system, individual development practices in Northeast Florida can have the unintended consequence of increasing the potential for storm water, pollutants, and chemicals flowing into the water supply and systems, resulting in health risks, flood damage, and increased taxpayers' dollars to treat the water.

The method that has been used most often to address development pressures on natural resources has been acquisition of land for preservation, but the Region has a long way to go to integrate *green infrastructure* into land use planning. There is often a public perception that preserved and public lands are not accessible, despite diversity in the policies of management entities, many of which encourage public access. There are many miles of publicly accessible shoreline along the Atlantic coast, and many of the beach communities, although not all try to make access to the beach for the general public a priority.

Utilities in the Region are challenged by the conflicting priorities of increasing customer base for revenue, increasing their use of renewable sources, and encouraging their customers to conserve. Currently two sectors, transportation and electric utilities, produce over 92% of all greenhouse gas and particulate emissions in Florida. The First Coast's widely distributed suburban land use pattern means that it is years away from changes that would substantially reduce dependence on the passenger car. The size of the Northeast Region, distances between its communities, a growing population, and the lack of compact mixed-use development and energy-efficient transportation infrastructure presents great challenges to planners and electric utilities. National trends and regulations may increase efficiency for cars powered by fossil fuels, but for car-dependent Regions such as Northeast Florida, a move to cars powered by electricity may not have as great an impact on greenhouse gas emissions as hoped. For this Region, the number of cars on the roads is projected to increase with population growth and electricity generated in the Region is still largely generated by fossil fuels, mostly coal.

The mixed-use development pattern that increases walkability and benefits health is scarce in the Region, but has potential to lessen dependence on cars, thereby reducing vehicle miles traveled and decreasing greenhouse gas emissions. Not knowing what the future holds limits the ability of utilities to plan and innovate. Commitment to development patterns that the public understands and supports through First Coast Vision could increase certainty for power utilities as they plan for conversion to alternative and renewable sources of power and create the "smart grid" needed to ensure power in the future. First and foremost, these challenges include how and where to build new power plant infrastructure to serve the electricity needs of a growing population, while at the same time improving air quality. There are new industries adding to these resource-intensive needs such as the electrification of transportation and the electric desalination of seawater.

REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES

STRATEGIC ISSUE: HEALTHY, WELL-FUNCTIONING, SUSTAINABLE NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

The State has mandated identification of Natural Resources of Regional Significance. . The maps include those resources included in the 1997 SRPP, updated to reflect best available data. They also include those resources suggested by Counties in the Region and parks greater than 20 acres identified as Florida Land Management Areas, or in the Florida State Park System. The lists are included for ease of reference. Local governments should consider impacts to these Regional resources when they plan, and NEFRC will review such impacts if it is required to review a proposal with the potential for impacts.

Section 403.061(27) of the Florida Statutes grants the Florida Department of Environmental Protection the power to establish rules that provide for a special category of water bodies within the state to be referred to as “Outstanding Florida Waters”. These resources are worthy of special protection because of their natural attributes. Several natural resources of Regional significance are also Outstanding Florida Waters, including Pellicer Creek in Flagler and St. Johns Counties, Upper Black Creek in Clay County, and the Nassau River-St. Johns Marshes in Nassau and Duval Counties. A complete list is included in Section 62-302.700 F.A.C.

The Region has a role in the protection of state and federal listed species, and its support of preservation of appropriate natural areas is just one way that species can benefit. Developments of Regional Impact are required to assess their potential impact on listed species, pursuant to Florida Statutes Section 380.06.

Natural Resources List and Maps

Water Bodies and Wetlands (including associated tributaries)

Amelia River
Ashley Prairie
Atlantic Coast and Ocean
Big Cypress Swamp
Big Gum Swamp
Big Island Swamp
Black Creek
Boggy/Mills Creek
Brady Branch Swamp
Broward River
Bulow Creek
Cabbage Swamp
Cedar Swamp
Clapboard Creek
Coastal Barrier Resource System *(Comprised of undeveloped coastal barriers along the Atlantic. Source is FEMA, 2012)*
Crescent Lake
Cunningham Creek
Deep Creek
Deep Creek Swamp
Doctors Lake
Dunns Creek (Putnam)
Durbin Swamp
Fish Swamp
Florida East Coast Estuary
Fort George River
Georges Lake
Goodson Prairie
Graham Swamp
Guana River
Haw Creek
Hull Cypress Swamp
Impassable Bay
Intracoastal Waterway
Julington/Durbin Creeks
Kingsley Lake
Lake Disston
Lake Geneva
Lake George
Levy's Prairie
Lofton Creek
Long Swamp
Lower St. Johns River
Lowry Lake
Matanzas Inlet
Matanzas River
Moccasin Swamp
Moses Creek
Moultrie Creek
Mud Lake Marsh
Nassau River
Nassau Sound
New River Swamp
North River
Ocean Pond
Okefenokee Swamp
Oklawaha River
Ortega River
Pablo Creek
Pellicer Creek
Pinhook Swamp
Pottsburg Creek Swamp
Putnam Prairie
Rice Creek Swamp
Rice/Etonia Creeks
Rodman Reservoir
San Sebastian River
Six-Mile Creek
St. Augustine Inlet
St. Johns Inlet
St. Johns River
St. Johns/Nassau Valley Marshes
St. Mary's Inlets
St. Marys River
Thomas Creek
Tolomato River
Tolomato/Matanzas River Marshes
Trestle Bay Swamp
Trout Creek
Trout River
Twelve-Mile Swamp
Yellow Water Creek

Parks and Preserves

9A Mitigation Parcels
Alpine Groves Park
Amelia Island State Park
Anastasia State Park
Bayard Conservation Area
Beach and Peach Preserve
Belmore State Forest
Betty Steflik Memorial Preserve
Betz Tiger Point Preserve
Big Pottsburg Creek
Big Talbot Island State Park
Black Creek Ravines Conservation Area
Branan Field Mitigation Park Wildlife and Environmental Area
Brandy Branch Trail Head
Bryant Skinner Conservation Easement
Bulls Bay Preserve
Bulow Creek State Park
Bulow Plantation Ruins Historic State Park
Camp Blanding Military Reservation
Camp Chowenwaw Park
Camp Milton Historic Preserve
Canopy Shores Park
Caravelle Ranch Conservation Area
Caravelle Ranch Wildlife Management Area
Carl Duval Moore State Forest and Park
Cary State Forest
Castaway Island Preserve
Castillo de San Marcos National Monument
Cecil Field Conservation Corridor
Cedar Point
Cedar River Sanctuary
Cradle Creek Preserve
Crescent Lake Conservation Area
Deep Creek Conservation Area (SJRWMD)
Deep Creek State Forest
Dunns Creek Conservation Area
Dunns Creek State Park
Dutton Island Park and Preserve
E. Dale Joyner Nature Preserve at Pelotes Island
Egans Creek Greenway
Etoniah Creek State Forest
Fanning Island Preserve
Faver-Dykes State Park
Ferngully Preserve
Fort Caroline National Memorial
Fort Clinch State Park
Fort George Island Cultural State Park
Fort Matanzas National Monument
Fort Mose Historic State Park
Four Creeks State Forest
Geiger Tract
Goodbys Creek Preserve
Graham Swamp Conservation Area
GTMNERR - Guana River Site
Guana River Wildlife Management Area
Guana Tolomato Matanzas National Estuarine Research Reserve
Hagstrom Conservation Easement
Half Moon Island Preserve
Haw Creek Preserve
Haw Creek Preserve State Park
Heart Island Conservation Area
Horseshoe Point Conservation Area
Huguenot Memorial Park
Intracoastal Waterway
J. A. Ginn Jr. Parcel
Jack Wright Island Conservation Area
Jacksonville Naval Air Station
Jennings State Forest
Jim Wingate Park
John M. Bethea State Forest
Julington-Durbin Preserve
Kathryn Abbey Hanna Park
Kings Road Historical Preserve
Kingsley Plantation
Lake George Conservation Area
Lehigh Greenway
Little Talbot Island State Park
Loblolly Mitigation Preserve
Loblolly Park
Longbranch Crossing Conservation Easement

Marjorie Harris Carr Cross Florida Greenway State Recreation and Conservation Area
Matanzas State Forest
Mayport Naval Station
McGirts Creek Preserve
Mike Roess Gold Head Branch State Park
Miller Farm
Moccasin Slough
Monticello Wildlands
Monticello Wildlands Conservation Easement
Moses Creek Conservation Area
Murphy Creek Conservation Area
Ocala National Forest
Okefenokee National Wildlife Refuge
Olustee Battlefield Historic State Park
Olustee Experimental Forest
Ordway-Swisher Biological Station
Osceola National Forest
Otis Road Trail Head
Pellicer Creek Corridor Conservation Area
Peterson Tract
Princess Place Preserve
Pumpkin Hill Creek Preserve State Park
Ralph E. Simmons State Forest
Ravine Gardens State Park
Reddie Point Preserve
Relay Tract Conservation Easements
Ribault River Preserve
Rice Creek Conservation Area
River to Sea Preserve at Marineland
Roberts Property
Rodman Bomb Target
Sal Taylor Creek Preserve
Sample Swamp
San Pablo Creek Conservation Easement
Satsuma Tract
Saturiwa Swamp Conservation Area
Seven Sisters Islands
Shell Bluff
Skinner-Smith Parcel
Southeast Intracoastal Waterway Park
St. Johns County Conservation Area
St. Marys River House
St. Marys River Ranch Conservation Easement
Stokes Landing Conservation Area
Stone Mountain Industrial Park
Sylvan West Conservation Easement
Theodore Roosevelt Area
Thomas Creek Conservation Area
Thomas Creek Preserve
Timucuan Ecological and Historic Preserve
Turnbull Creek Regional Mitigation Area
Twelve Mile Swamp Conservation Area
Vaill Point Park
Verdie Forest
Washington Oaks Gardens State Park
Watson Island State Forest
Welaka National Fish Hatchery
Welaka State Forest
Whitehouse Naval Outlying Field
Yellow Water Branch Trail Head

Trails

Amelia Island Trail
Belle Terra Parkway Trail
Black Creek Trail
309C Trail
Camp Blanding Trail
Colbert Land Bike Path
Crescent City Trail
Cross Florida Greenway
Cross Florida Greenway North
Doctors Lake Drive Bike Path
Etonia Creek Trail
Jacksonville Baldwin Rail Trail
Lehigh Greenway Rail Trail
Palatka to Lake Butler State Trail
Palatka to St. Augustine State Trail
Palm Coast Parkway Bike Path
Rice Creek Trail
S-Line Trail
State Road 121 Rail Trail

Blueways

Black Creek
Bulow Creek
Bulow River
Florida Circumnavigational Saltwater
Guana River
Intracoastal Waterway
Julington-Durbin Creek
Lofton Creek
Middle Prong Creek
Moultrie Creek
Pellicer Creek
Pumpkin Hill Creek
Putnam County Blueway System
San Sebastian
Simpson Creek
Six Mile Creek
Spruce Creek
St. Johns River
St. Marys River
Thomas Creek
Tolomato River
Trout Creek

Floridan Aquifer and Recharge Areas

Features provided on Natural Resources Recharge Areas map (USGS Land Use cover, 2009)

Figure 4 –Natural Resources of Regional Significance—Water Bodies

Figure 5 – Natural Resources of Regional Significance— Parks, Preserves, Trails & Blueways

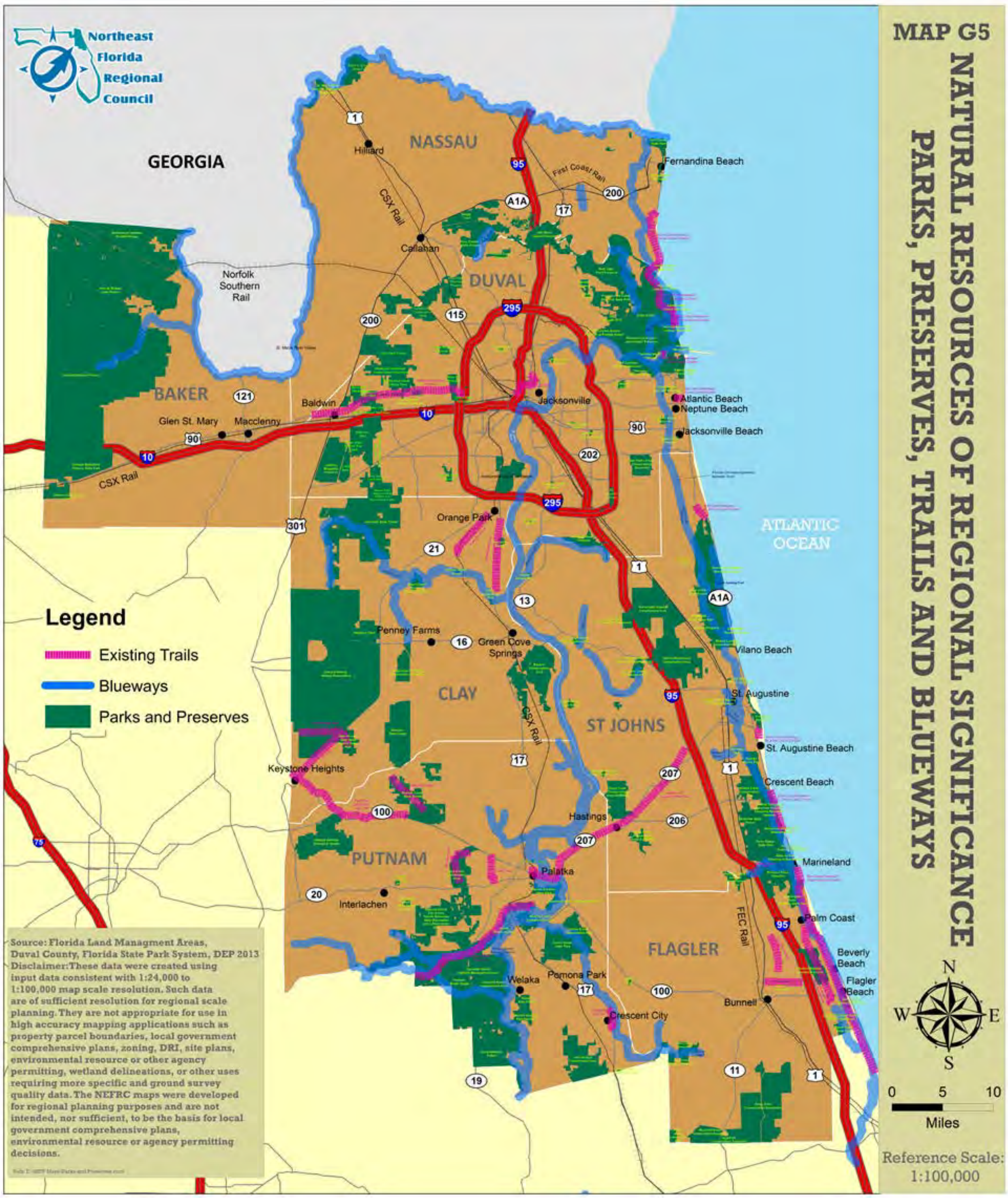
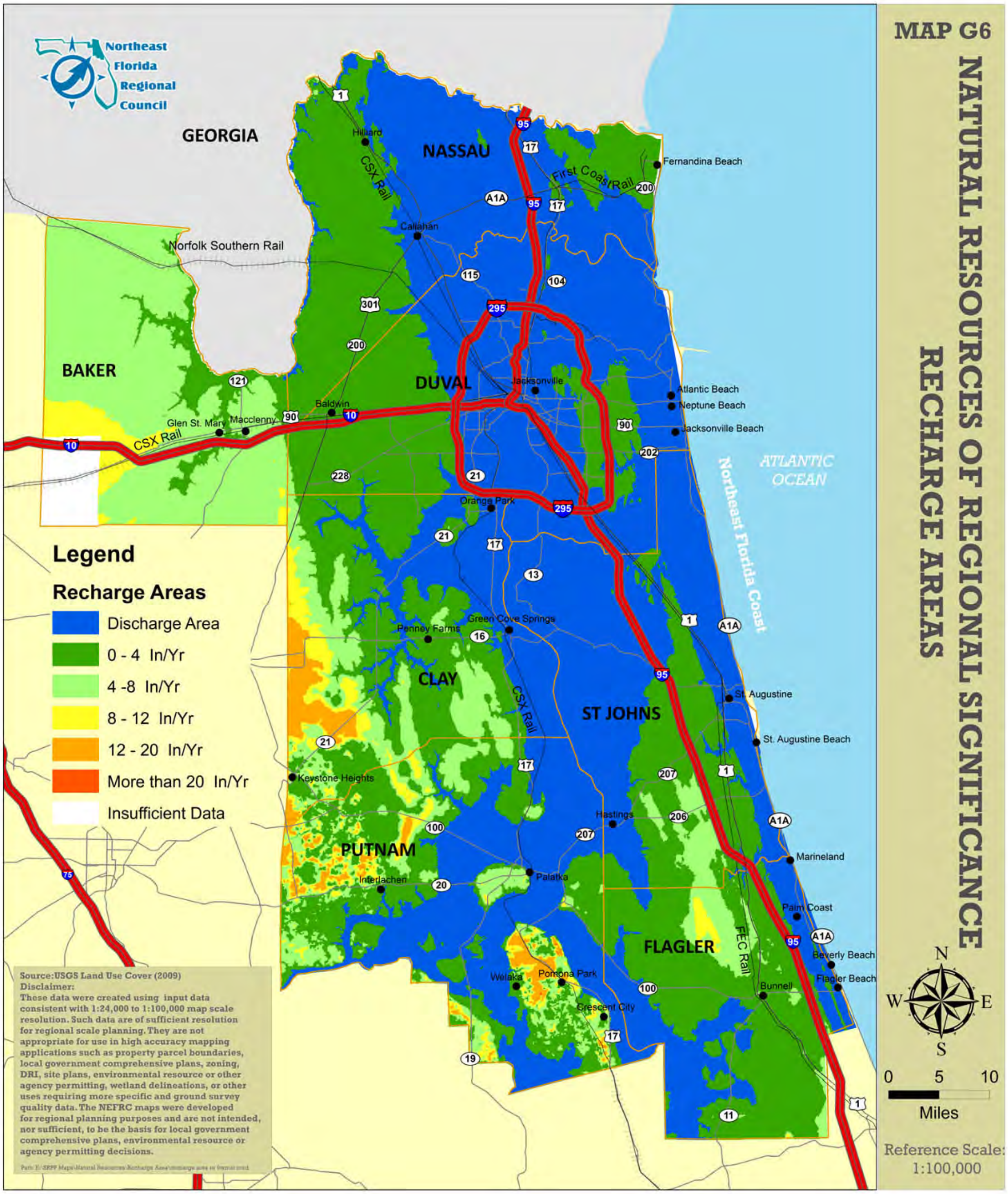


Figure 6 - Natural Resources of Regional Significance—Recharge Areas



OBJECTIVES AND POLICIES

OBJECTIVE – CONSIDER AND TRACK REGIONAL GREEN INFRASTRUCTURE

Policy 1: Using the input of subject matter experts, NEFRC has defined what areas should be considered Regional *Green Infrastructure* and will track overall acreage in six categories and installations of new *green infrastructure* projects.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)

Policy 2: The Region encourages economic analysis of *green infrastructure*.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

OBJECTIVE: RESOURCE ADAPTATION

Policy 3: The Region, as it determines the impact of climate change on Northeast Florida, and if needed, devises plans to mitigate and adapt, will seek to achieve a balance that supports the people, protects the resources and takes advantage of Regional assets.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 5: The Region supports innovation to lessen impact on resources, including utilizing alternative energy sources for power generation and transportation.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S

Policy 6: The Region supports using local recyclable or renewable resources if they can be turned into clean sources of energy.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S

Policy 7: The Region encourages preservation of agricultural acreage to meet the Regional food supply needs locally.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 8: The Region supports preservation of ecosystem services for clean air, water, habitat for wildlife populations, and flood control.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 9: The Region supports maintaining forest cover and tree canopy.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 10: NEFRC and its partners will endeavor to educate residents about the connection between their homes, the services, forests, wildlife and habitats, and planning practices to enhance sustainability and adaptation to climate change.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 11: The Region encourages development in areas outside Regional *Green Infrastructure* and, as such data becomes available, those likely to be impacted by sea level rise.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

OBJECTIVE: LAND USE PATTERNS THAT SUPPORT NATURAL RESOURCES AND PEOPLE

Policy 12: The Region strives for consistent public and private land use policy that supports a Regional land use pattern that creates a healthy mix of uses in growth and redevelopment centers in all seven Counties, increases mobility options, reduces car-dependency, and maintains air quality.
Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 13: The Region seeks to provide a healthy lifestyle with connections to Regional recreation facilities, opportunities to access a high-quality education, housing in proximity to major employment centers, and access to affordable housing and communities that are safe, walkable and pedestrian friendly.
Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 14: NEFRC and its partners support education on smart growth principles.
Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 15: The Region supports incentives to private landowners to maintain forestry *best management practices* and maintain ecosystem services on their lands.
Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 17: The Region supports conservation of natural resources through public land acquisition to preserve ecosystem services.
Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

Policy 18: The NEFRC supports local government efforts to reduce impervious surfaces, encourage infill and redevelopment, and use low impact development practices in the Region.
Pillar: Quality of Life and Quality Places, SCP: 187.201(15)(a)F.S.

OBJECTIVE: HEALTHY, WELL-FUNCTIONING, AND SUSTAINABLE NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

Policy 19: NEFRC promotes the protection Natural Resources of Regional Significance.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 20: The NEFRC will consider the long-term health of resources on the Natural Resources of Regional Significance list as it makes decisions and reviews projects that may impact them.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 21: NEFRC encourages local governments to consider impacts to these resources as they plan.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 22: Field verification, site surveys, and other detailed analyses may be used to determine the exact boundaries of Natural Resources of Regional Significance. The maps included in this plan generally depict location and connectivity.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

Policy 23: The Region supports protection of the populations of threatened, endangered and listed species, and will comply with the requirements of federal and state law in decision making regarding species, habitats, and natural systems.
Pillar: Quality of Life and Quality Places, SCP: 187.201(9)(a)F.S.

OBJECTIVE: ENHANCED WATER QUANTITY

Policy 24: The Region seeks to maximize water conservation by domestic, agricultural, industrial, and commercial users.
Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

Policy 25: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Reduction of gross and residential per capita residential water consumption.
- Development of a uniform comprehensive water consumption per capita tool to clearly and consistently track usage annually.
- Reductions of agricultural runoff by increasing the number of farms that have implemented both water table and nutrient *Best Management Practices*.
- Achieving 100% compliance with *National Pollutant Discharge Elimination System* (*NPDES*) permits.
- Eliminating use of potable water for lawn irrigation by 2060.

- Maximizing use of reclaimed water.
- Use of Florida Friendly and similar landscaping techniques to reduce irrigation needs and conserve water consumption.
- Diversifying sources of water.
- Tracking the percentages of water supply from each source.
- Educating the Region on water consumption and conservation.
- Protecting recharge areas.

Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

OBJECTIVE: ENHANCED AIR QUALITY

Policy 26: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Reducing vehicle miles travelled in the Region.
- Increasing use of public transit.
- Increasing energy efficiency.
- Efforts to create more carbon sequestration areas.
- Maintenance of air quality standards.

Pillar: Quality of Life and Quality Places, SCP: 187.201(10)(a)F.S.

OBJECTIVE: WATER QUALITY

Policy 27: The Region strives for all water bodies to meet water quality standards.

Policy 28: The Region is committed to considering the integrity of ecosystems to be as valuable to the Region as economic growth, as they are interdependent.
Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

Policy 29: With its partners and through the *Regional atlas* and data clearinghouse the NEFRC will provide access to information on best practices, technologies, and tools to maintain water quality standards and preserve the integrity of ecosystems.
Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

Policy 30: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Reduction of discharge of nutrients and pollutants into surface and groundwater.
- Elimination of failing septic tanks.
- Reduction of new septic tank installations.
- Expansion and improvement of data collection and evaluation for water quality through better coordination among agencies.

- Protection of functioning wetlands.
- Maintenance of riparian and wetland buffers.
- Purchase of land and wetlands for water conservation purposes.
- Development of a uniform wetland database to measure loss/gain of wetland function.

Pillar: Quality of Life and Quality Places, SCP: 187.201(7)(a)F.S.

OBJECTIVE: CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN

Policy 31: NEFRC considers impacts to resources of regional significance and extra jurisdictional impacts as it reviews consistency with the SRPP. Local governments and proposers of projects should include best available data gathered using professionally acceptable methodology in support of their proposals, sufficient to determine impacts. Where mitigation is proposed, using strategies outlined in local government policies or plans, the SRPP or a combination is encouraged.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(15)(a)

NATURAL RESOURCES MEASURES

Figure 7 – Impaired Water Bodies

Number of water bodies that are listed as impaired	146

Source: DEP, 2011 sites are: http://www.dep.state.fl.us/water/watersheds/assessment/303drule.htm and http://www.dep.state.fl.us/water/watersheds/assessment/vdllists.htm

Figure 8 – Vehicle Miles Traveled

Vehicle miles traveled (VMT) per capita	33.9

Source: FDOT - Florida Highway Mileage Reports: Public Roads, 2010 Annual Report. Population collected from the American Community Survey - Total Population (2005-2009 Estimate).

Figure 9 – Assessment of Impacts on St. Johns River

Number of local governments that assess impact on the St. Johns River in land use decisions:	
Routinely	7
Occasionally	2
Never	12

Source: NEFRC Local Government Survey 2012

Figure 10 – Water Use per Capita

Average water use per capita in gallons per day	155.8

Source: 2010 Florida Statistical Abstract - Table 8.42 Water Use: Public Supplied Population, Water Use, and Withdrawals in the State and Counties of Florida, 2005. ACS - Total Population (2005-2009 Estimate).

Local Governments in Northeast Florida were surveyed about regulations they have in place requiring certain types of development, where they have incentives to encourage such development, and where they have both. Of 34 local governments (7 Counties and 27 municipalities), 22 completed the survey in early 2012.

Figure 11 – Local Government Survey Responses

	REGULATIONS	INCENTIVES	BOTH
Low Impact Development (LID)	6	5	3
Reduced impervious surfaces in site development	12	1	2
Use of Florida Water Star™ systems or appliances in new construction or renovation	2	4	1
Building or retrofitting to LEED Standards	0	4	1

Building or retrofitting to FGBC Green Building Standards	0	4	1

Source: NEFRC 2012 Local Government Survey

Figure 12 – Green Infrastructure

TYPE OF GREEN INFRASTRUCTURE – 2012	ACRES OF GREEN INFRASTRUCTURE – 2012
Agriculture	169,901
Aquifer Recharge	1,706,393
Floodplain	1,044,548
Recreational	1,585,056
Silviculture	780,308
Wetlands	855,416
Number of *Green Infrastructure* Installations *	
** As of 2012, most local governments do not track this information. Individuals and local governments will be asked to identify these installations using the Green Map going forward.*	

Source: See Maps. USGS Land Use Land Cover 2005,2009, 2012, SJRWMD 2012, FLMA 2012

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Regional Transportation

TABLE OF CONTENTS

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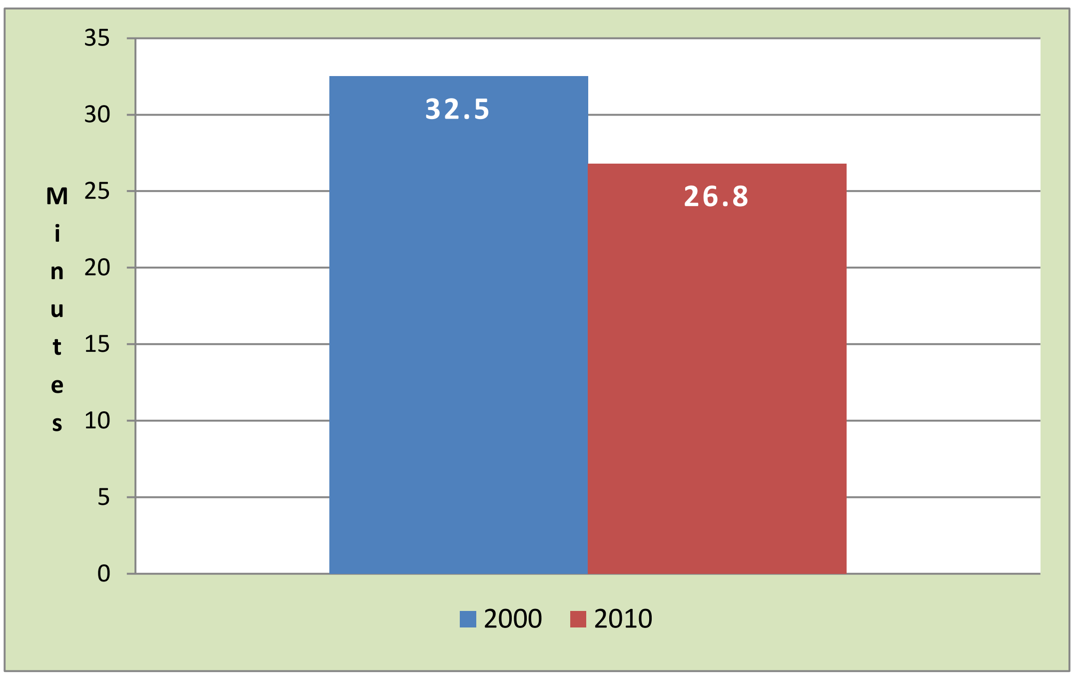
REGIONAL TRANSPORTATION TRENDS AND CONDITIONS

MEAN TRAVEL TIME TO WORK

Mean travel time refers to the average number of minutes it takes a person to get from home to work. The elapsed time includes time spent waiting for public transportation, picking up passengers in carpools, and time spent in other activities related to getting to work.

The graph shows mean travel time to work for the Region for the years 2000, and 2010. There was a decrease in mean travel time when comparing 2000 to 2010. The mean travel time in 2010 was 26.8 minutes. The mean travel time for each County in the Region was retrieved from the US Census and then weighted based on their population over the age of 16.

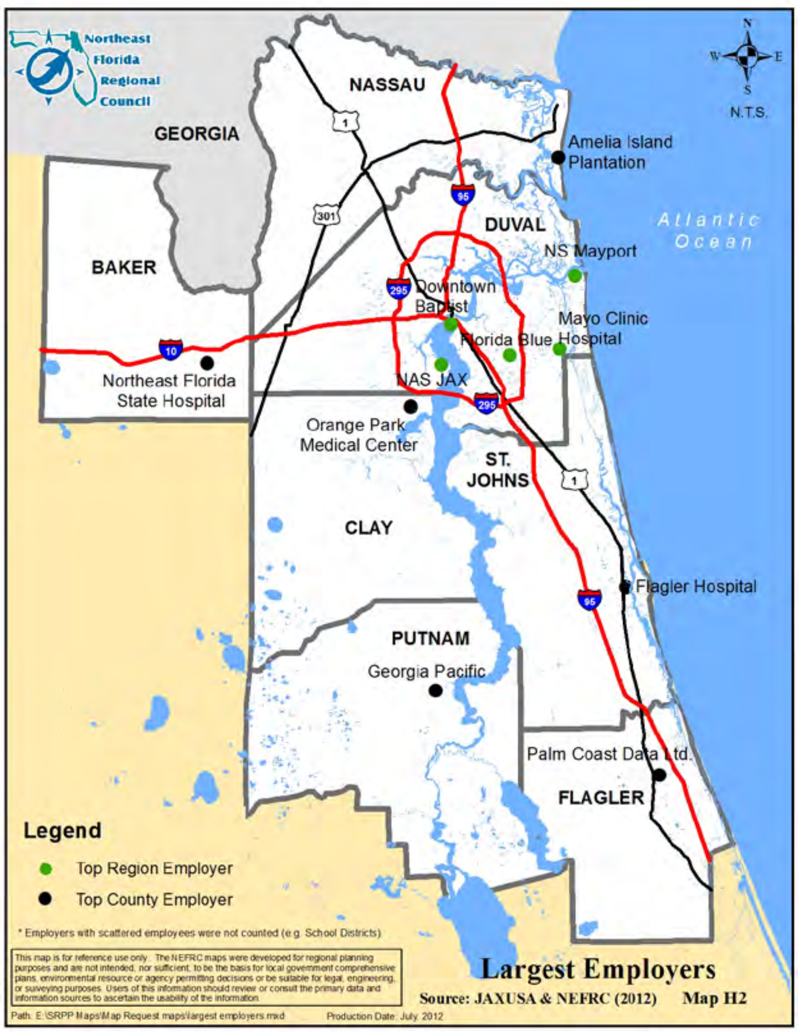
Figure 1 - Mean Travel Time to Work (in minutes)



Source: US Census Bureau – 2000; American Community Survey – 20010; www.census.gov; www.census.gov/acs

Figure 2 shows the largest employment centers in each County and the top employment centers in the Region. The Regional centers were used to determine the jobs to housing ratio. The job to housing ratio for the five largest employment centers in the Region is 1.5[1]. This means that for every housing unit there are 1.5 jobs in those large employment areas. These employment centers are not centralized, so an employee might not be able to live close to their job. The Region promotes mixed-use growth centers to improve the jobs to housing ratio, allow for multiple modes of transportation, reduce car dependency, and maintain air quality. This ratio can be decreased by promoting community design that provides the ability to walk to places, whether to work, to the park, or to a retail area.

Figure 2 – Largest Employers



Source: JaxUSA and Northeast Florida Regional Council,2012

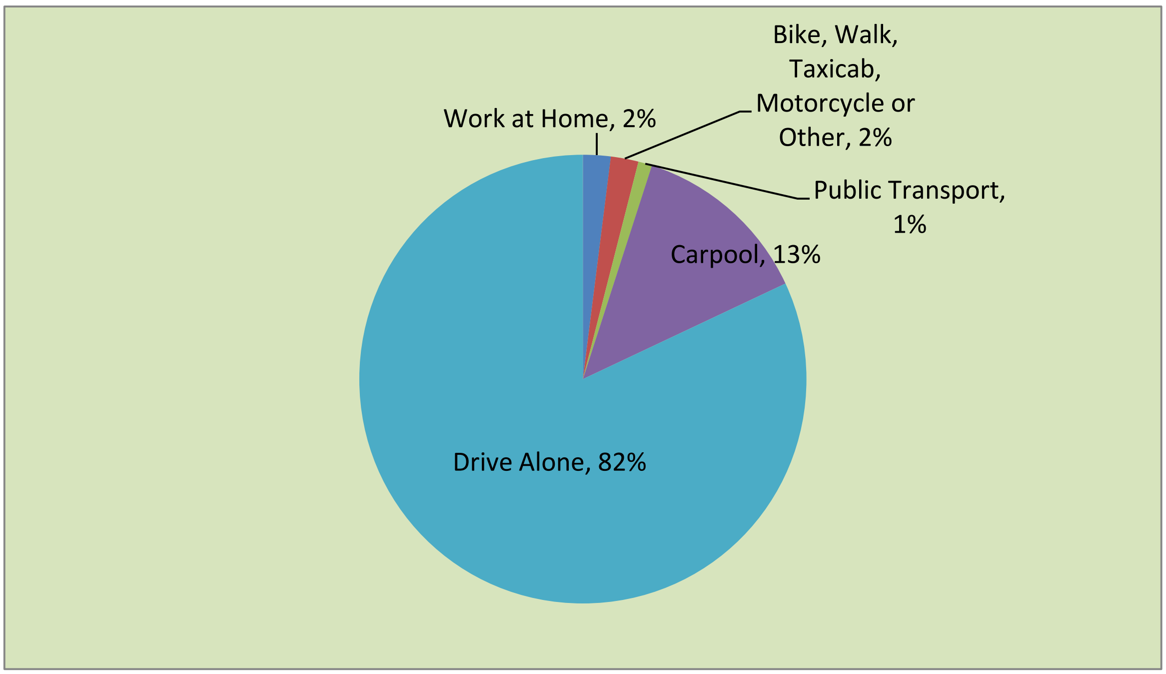
[1] *http:// www.JaxUSA.com and NEFRC*

TYPE OF TRANSPORTATION TO WORK FOR WORKERS 16 AND OVER

The following two pie charts represent various types of transportation modes used by people traveling to their place of employment throughout the Region. Although the modes of transportation are similar in the year 2000 and 2010, reporting methodology has changed and only general comparisons can be drawn.

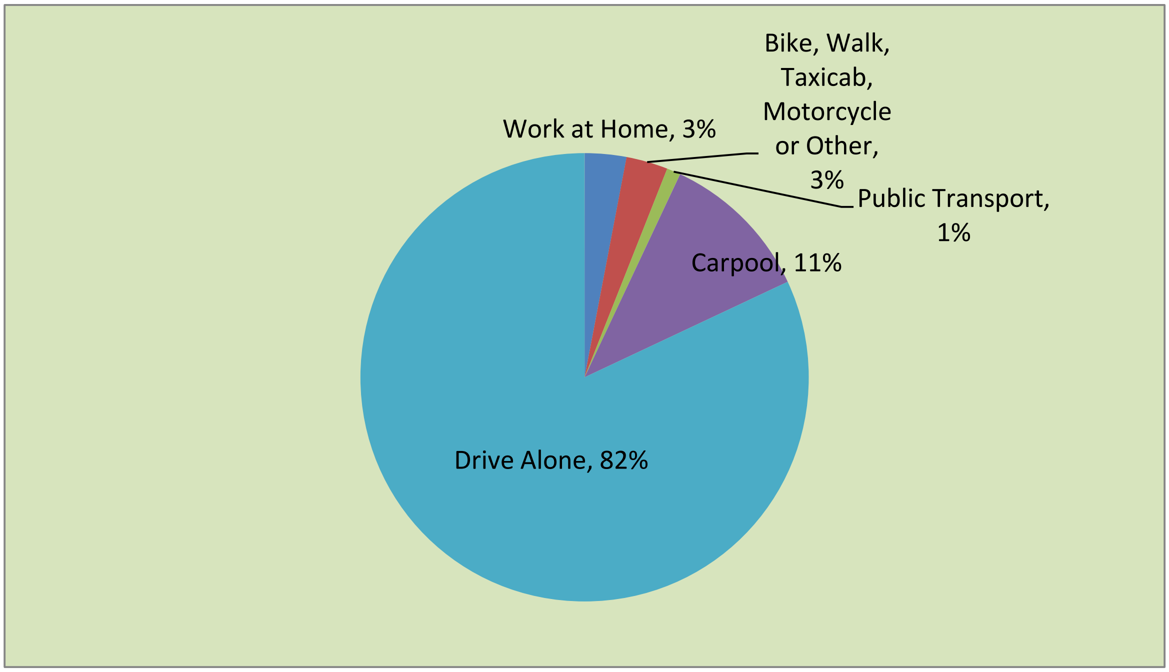
There have been slight increases in the percentage of people working at home or biking/walking to work. The vast majority of workers in the Region still drive alone. This information is published each Census, and periodically by the American Community Survey.

Figure 3 – Type of Transportation to Work for Workers 16 and Over (2000)



Source: US Census Bureau – 2000; www.census.gov

Figure 4 – Type of Transportation to Work for Workers 16 and Over (2010)



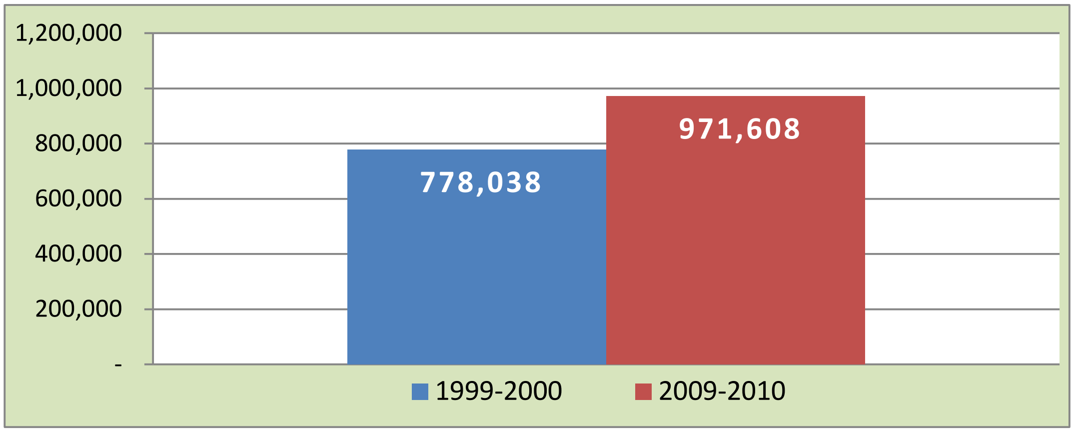
Source: American Community Survey – 2010; www.census.gov/acs

Passenger Car Tags

The graph in Figure 5 depicts the total number of car tags sold within the Region for the fiscal years 1999-2000 and 2009-2010. A total of 971,608 car tags were sold in 2009-2010; a 25% increase from 1999-2000.

The source of this data is the Florida Department of Highway Safety and Motor Vehicle Revenue Report, which is incorporated and published annually by the Bureau of Economic and Business Research (BEBR) at the University of Florida.

Figure 5 – Passenger Car Tags

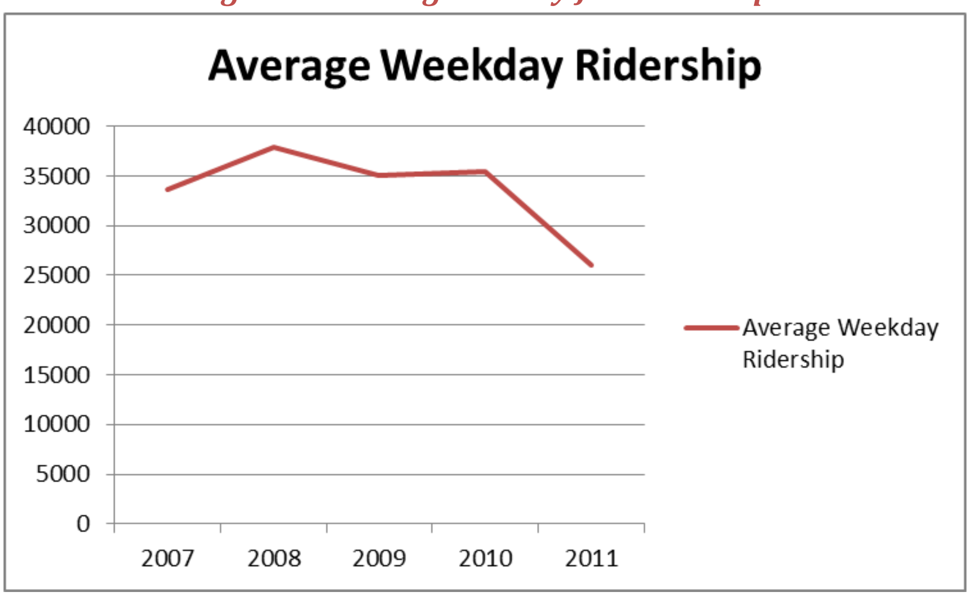


Source: Florida Statistical Abstract 2001 & 2009, Bureau of Economic and Business Research (BEBR); www.bebr.ufl.edu

JTA Bus System Ridership

The following line graph shows the average number of weekday riders on Jacksonville Transit Authority's (JTA) operated services. Average weekday ridership peaked in 2008 with 37,863 weekday ridership trips and has significantly decreased in 2011 to 25,997 weekday ridership trips.

Figure 6 - Average Weekly JTA Ridership



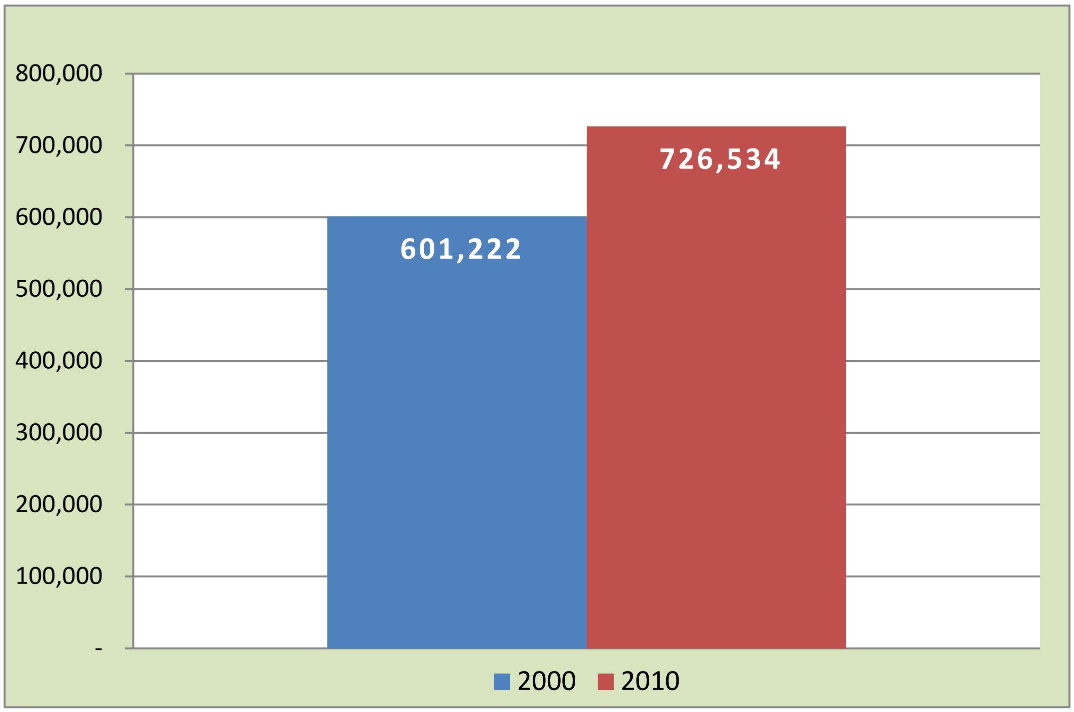
Source: JTA; www.jtafla.com

Gasoline Sold; Total Sales (1,000 gallons per unit)

The table in Figure 6 represents the total number of gallons of gasoline (in thousands) sold throughout the Region in the years 2000 and 2010. The total number of gallons sold has increased by approximately 21%.

These numbers are released annually by the Bureau of Economic and Business Research (BEBR) at the University of Florida.

Figure 7 – Gasoline Sold



Source: Florida Statistical Abstract 2011; Bureau of Business and Economic Research (BEBR); www.bebr.ufl.edu

Transportation Disadvantaged Population Served

Transportation Disadvantaged are those who cannot obtain their own transportation due to a disability, age, or income. Federal and State funded agencies join together to provide the necessary transportation to medical, life sustaining, employment, and educational locations. The line graph below reflects the proportion of the Transportation Disadvantaged population served in 2009, 2010, and 2011.

Baker, Clay, Nassau, and St. Johns County continued to serve approximately the same proportion of transportation disadvantaged in 2011 as they did in 2010 and 2009. Putnam and Flagler County experienced a slight increase in transportation-disadvantaged population served. Duval County showed a sharp reduction in the proportion of transportation disadvantaged served in 2011, when compared to the previous two years.

The Region as a whole has experienced a reduction in the percent of transportation-disadvantaged population served from 2009 to 2011.

STRATEGIC ISSUE: MOBILITY AND ACCESS

The Transportation Disadvantaged program was created by the 1989 Legislature to provide transportation services to disadvantaged citizens residing in the seven Counties of northeast Florida. The mission of the Commission for the Transportation Disadvantaged is to ensure the availability of efficient, cost-effective, and quality transportation services for transportation-disadvantaged persons. Chapter 427.001 (1) F.S. defines Transportation Disadvantaged as “those persons who because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or at risk.” According to the Center for Urban Transportation Research, there are 498,401 transportation disadvantaged eligible persons in Northeast Florida in 2011.

In Northeast Florida, 34,710[2] households do not own a car. The majority of these residents lack a car not by choice. It is very difficult for these people with limited mobility options to accomplish daily errands such as shopping, medical trips, etc. Public transit services are sometimes their only option.

With so many people lacking access to their own personal cars, the Region should promote the expansion of bicycle lanes and sidewalks. More bike lanes and sidewalks will be beneficial to transportation-disadvantaged persons who rely on those facilities. It is important to remember that improved bicycle and pedestrian facilities help everybody, not just transportation disadvantaged citizens.

STRATEGIC ISSUE: CONNECTIVITY: MAXIMIZE THE UTILITY OF INFRASTRUCTURE IN PLANNED AND CONNECTED CENTERS

The integration of air travel and sea travel into the Regional transportation system is critical in enabling the Region to meet the travel demands of residents, as well as to enhance the economic prosperity of the Region.

The total number of passengers at the Region’s main airport, Jacksonville International Airport (JIA), has been steady the last few years since decreasing from a high in 2007. In 2007, there were about 6.3 million passengers through JIA, 6 million in 2008, 5.6 million in

[2] *American Community Survey 5-Year Estimates, (2005-2009), Housing Characteristics, Vehicles Available*

2009, 5.6 million in 2010, and 5.5 million in 2011.[3] Seaports play a crucial role in the movement of goods in and out of the Region. Regional seaports are critical to the maintenance of a *multi-modal Regional transportation network* to meet the mobility needs of the Region. The main port in the Region is Jaxport, which is comprised of the Blount Island Marine Terminal, Talleyrand Marine Terminal, the Dames Point Marine Terminal, and the Jaxport Cruise Terminal. In 2009, total tonnage for Jaxport decreased to 7,281,963, but it increased the next two years. In 2010, total tonnage was 8,043,925 and in 2011 total tonnage was 8,128,013.

Jaxport will be expanding in the future with the addition of the Hanjin shipping company. Jaxport expects the expansion to create more than 5,600 new jobs in the trucking, distribution and logistics sectors. This will further promote Northeast Florida being one of the nation's premier logistics centers.

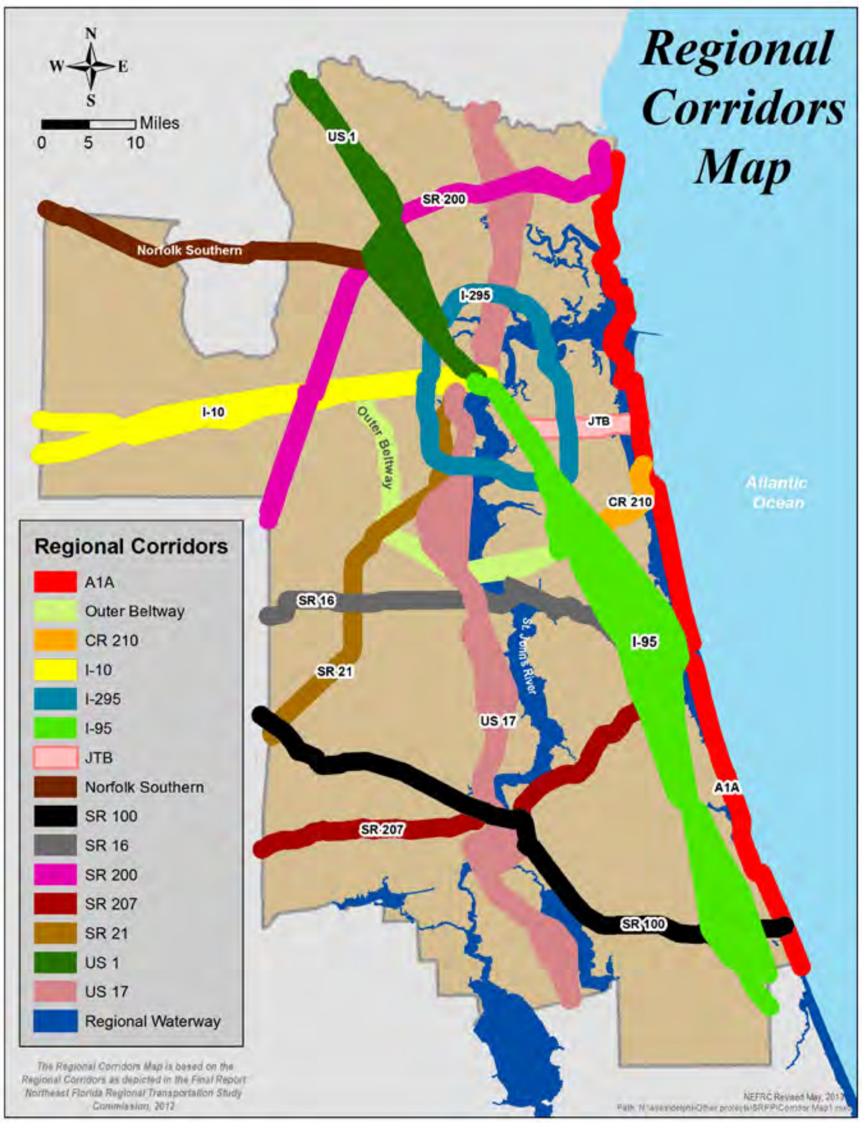
Based on the Florida DOT's Florida Highway Mileage Report, vehicle miles traveled (VMT) per capita in 2010 for Northeast Florida was 33.9, meaning on average every person in the Region drives 33.9 miles a day. This number is achieved by dividing the total daily vehicle miles traveled in 2010 by the Region's population. In 2009 the Region's VMT was 33.1 in 2008 it was 33.6, in 2007 the Region's VMT was 35.3 and in 2006 the VMT was 36.3.

[3] *http://www.jia.aero/content.aspx?id=18*

STRATEGIC ISSUE: ECONOMIC COMPETITIVENESS: A MULTI-MODAL TRANSPORTATION NETWORK FOR RESIDENTS AND BUSINESSES

Multi-modal transport is the transportation of goods or people by at least two different modes of transportation. To make Northeast Florida economically competitive, the Region must take advantage of all transportation options. Below are the regional corridors identified by the Northeast Florida Regional Transportation Study Commission. Local governments are encouraged in this plan to determine what areas are appropriate for new growth, and the Region has an opportunity to support such growth by connecting it to other growth centers using corridors such as these.

Figure 8 – Regional Corridors Map



JTA is currently analyzing the number of people residing in a JTA service area. This will provide insight into the amount of residents that can walk to transit, and may also provide insight into those who could bike or utilize park and ride facilities.

Improved transit options will become even more important in the future, as studies have shown that young people are willing to drive less and instead use alternative means of transportation. Nationally, from 2001 to 2009, the average annual number of vehicle miles traveled by people aged 16 to 34 decreased from 10,300 to 7,900 miles per capita. That is a drop of 23 percent. In the same period, the number of passenger-miles traveled by 16 to 34-year-olds on public transit increased by 40 percent.[4]

STRATEGIC ISSUE: INTEGRATED PLANNING: THE LINK BETWEEN LAND USE, RESOURCES AND MOBILITY

Coordinating land use and transportation planning and development is commonly considered today as one facet of “smart growth”. Transit will only succeed if the neighborhoods being served are dense enough. Land use decisions affecting the density of neighborhoods will affect how successful transit is.

A local integrated planning example to consider is the Skyway in downtown Jacksonville. The policy of establishing an abundance of long-term downtown parking has not been compatible with the intent of the Skyway.

STRATEGIC ISSUE: IMPLEMENTATION RESOURCES: FUNDING MOBILITY AND MAINTAINING CAPACITY

A creative funding mechanism is the use of Public-Private Partnerships to fund projects. Public-Private partnerships are a government service, which is funded through a partnership of government, and one or more private sector companies. The Outer Beltway may possibly be funded through a public-private partnership.

The Mayport Ferry connects State Road A1A across the St. Johns River and is Regionally significant. As a resource that is frequently subject to changes in funding, finding a long-term funding solution for the ferry is a challenge faced by the Region.

[4] *“Transportation and the New Generation”, Frontier Group*

STRATEGIC ISSUE: CUTTING EDGE: MAKING FULL AND TIMELY USE OF TECHNOLOGY

Northeast Florida can benefit greatly by employing *Intelligent Transportation Systems (ITS)*. ITS refers to using technology to improve road safety and improve the management of traffic. Some examples of ITS are variable speed limits and dynamic traffic light sequences to improve traffic flow.

Specific projects in the Northeast Florida Region have been the installation of contraflow signal system on Bay Street in Jacksonville, the installation of on-board cameras on 68 JTA buses, and the installation of Road Weather Information Systems on the Dames Point, Buckman, Vilano, and SR 302 bridges.

There are freeway management systems with ITS cameras, sensors, and message signs on I-95, and I-295. These improvements provide information to commuters, improve traffic flow, and improve accident recovery times. Local arterial roads have ITS to improve traffic signal timings.

TRANSPORTATION SUMMARY

Northeast Florida is a transportation hub. Three major Interstates converge in or near the seven County Region. An Outer Beltway is planned to connect I-10 to I-95 through Clay County. Two deep-water ports exist at Fernandina Beach and Jacksonville. The St. Johns River offers the option of river transport and cruise ships. Every railroad with a presence in Florida has facilities in Northeast Florida. An international airport in Jacksonville, along with several Regional and commercial airports and one of the longest runways in Florida at Cecil Field, offer opportunities and room for expansion of transport by air. The military impacts many aspects of life in the Region. A change to flexible start times for workers commuting to and from some of the military installations in the Region has made a positive impact on the capacity of roads in the vicinity at peak hours.

Maximizing the Region's transportation assets remains a challenge. The Region depends almost exclusively on roads; most of the Region's residents drive, to the exclusion of most other modes of transportation. Few options are available to most residents, as bus transit only exists in limited parts of the Region or is available only to the transportation disadvantaged as para-transit. Transportation Disadvantaged programs are well established in Florida and well-utilized in Northeast Florida. They have a special benefit in rural areas, where no other transit is available. The limited options make it difficult to keep roads functioning at acceptable levels of service, and the Region is experiencing the rising congestion levels that usually precede a shift towards transit. The limited options also limit the options of residents who are trying to take advantage of opportunities to increase their incomes, as many jobs are out of reach without an automobile. The presence of existing rail lines is an asset, but they are not currently used for commuter rail, and they are not ideally located to shift freight from the ports. Most freight is trucked from the ports to rail. Florida in general, and Northeast Florida is no exception, has only limited passenger rail service in the form of slow and infrequent Amtrak service that operates from Jacksonville to Miami via Orlando.

The confluence of Interstate roads that makes for easy access to and from the Region also includes traffic, which simply passes through Northeast Florida, sometimes without stopping and with minimal economic benefit to the Region. The Region has only limited examples of bringing private capital and public-private partnerships to transportation planning, so review of these options is just beginning. In addition, the populace often does not welcome fees or taxes in support of public infrastructure. The Region, like many in the Sun Belt, has experienced much of its growth in a suburban pattern that includes little connectivity of roads and few choices of popular routes.

REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES

A roadway facility in Northeast Florida will be a Regionally Significant Roadway if it meets one of the following criteria.

1. **Roadways Providing Direct Access to a Regional Activity Center** — Any roadway which provides direct access to a Regional activity center is designated as Regionally significant because it facilitates travel to and from a center whose service delivery area consists of greater than one County. Regional activity centers are defined as a major facility or development area that regularly attracts use by citizens from more than one County, and includes Regional malls, Regional airports, major universities, professional sports centers, etc.

2. **Designated Hurricane Evacuation Route** — Any roadway which is a hurricane evacuation route is designated as Regionally significant because of its importance in meeting the evacuation needs of the Region. Hurricane evacuation routes are those designated by County emergency management officials that have been identified with standardized statewide directional signs by FDOT, or are identified in the Regional hurricane evacuation study for the movement of persons to safety in the event of a hurricane.

3. **Florida State Highway System** — Any roadway on the state highway system is designated as Regionally significant because of the involvement of local government in land use planning and approvals, and the state for funding and access management decisions.

4. **Arterials Crossing County Lines** — Any arterial which crosses County lines is designated as Regionally significant, because the land use planning and decisions by one local government may affect the operating conditions in the adjacent County, and roadway improvements need to be coordinated to attain and maintain acceptable operating conditions.

5. **Connecting Arterials** — Any arterial which directly connects two roadways that fit into any of the above categories.

The transportation facilities on the following map are of Regional significance. The map is just an illustration and may not include all such resources or facilities.

Figure 9 – Transportation Facilities of Regional Significance

List of Transportation Facilities of Regional Significance (Note: Policy 28 defines such facilities, and this list may not be all-inclusive.)

INTERSTATES				
I-10 (SR 8)	I-95 (SR 9)	I-295 (SR 9A)		
US ROADS				
US 1 (SR 15 and SR 5)	US 301 (SR 200)	US 90 (SR 10 and SR 212)	US 17 (SR 15)	
STATE ROADS				
SR 2	SR 23	SR 111	SR 126	SR 208
SR 5A	SR 23 (First Coast Outer Beltway)	SR 113	SR 128	SR 211
SR 9B	SR 26	SR 114	SR 129	SR 224
SR 10A	SR 100	SR 115	SR 134	SR 228
SR 11	SR 101	SR 115A	SR 139	SR 228A
SR 13	SR 102	SR 116	SR 152	SR 230
SR 16	SR 103	SR 117	SR 202	SR 243
SR 19	SR 104	SR 121	SR 206	SR 312
SR 20	SR 105	SR 122	SR 207	SR A1A
SR 21	SR 109			
COUNTY ROADS				
CR 2	CR 105A	CR 125	CR 213	CR 304
CR 5	CR 105B	CR 127	CR 214	CR 305
CR 5A	CR 106	CR 130	CR 215	CR 305A
CR 13	CR 107	CR 139B	CR 216	CR 308
CR 13A	CR 107A	CR 163	CR 217	CR 308B
CR 13B	CR 108	CR 200A	CR 218	CR 309
CR 15A	CR 109A	CR 201	CR 219	CR 309B
CR 16A	CR 110	CR 203	CR 220	CR 309C
CR 20A	CR 115	CR 204	CR 220A	CR 309D
CR 21	CR 115A	CR 205	CR 220B	CR 310
CR 21A	CR 115C	CR 207A	CR 225	CR 311
CR 21B	CR 116	CR 208	CR 226	CR 312
CR 21D	CR 117	CR 209	CR 228	CR 315
CR 23A	CR 119	CR 209A	CR 229	CR 315C
CR 23C	CR 121	CR 209B	CR 231	CR 318
CR 23D	CR 121A	CR 210	CR 250	CR 352
CR 99	CR 122	CR 210A	CR 250A	CR 739
CR 101A	CR 123	CR 211	CR 302	CR 739B
CR 103	CR 124	CR 212		

OBJECTIVES AND POLICIES

OBJECTIVE: MOBILITY – PEOPLE BENEFIT FROM MOBILITY AND ACCESS

Policy 1: The Region supports: strategies identified by the Regional Community Institute as they worked on First Coast Vision, including

- Reduced commute times and automobile dependence, as they provide additional opportunities for residents to engage in physical activity.
- Reduced automobile dependence through community design that encourages walking and bicycles as transportation modes.
- Mixed-use communities that integrate residential and employment-generating land uses to reduce the need to travel great distances for work.
- Using park design and community design to ensure that recreation areas are accessible to all residents, and providing mobility and programmatic options so that all of residents can get to recreation areas without the use of a personal vehicle.
- Increasing the proportion of trips of less than a mile that are accomplished by walking, and the proportion of trips of less than 5 miles that are accomplished by biking

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 2: The Region supports affordable mobility options other than the private car for residents that do not own a car.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 3: The Region aspires to provide the most reliable, comprehensive, and cost-effective service possible to the transportation disadvantaged. The NEFRC will use partnerships to realize Regional efficiencies, provide access to all necessary services, and increase trips that encourage social interaction.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

OBJECTIVE: CONNECTIVITY – MAXIMIZE THE UTILITY OF INFRASTRUCTURE IN PLANNED AND CONNECTED CENTERS

The Region seeks to create efficient connectivity within the Region, and with state, national, and global economies. This includes centers of population and jobs that are well-connected, limit commute times for most residents, and provide opportunities for all residents of the Region to work if they choose.

Policy 4: Northeast Florida makes development of Regional employment centers and infrastructure a first priority, politically and fiscally.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 5: Northeast Florida supports creation of a sustainable Region with growth and redevelopment centers targeted by local governments connected by an interconnected transit system, using technologies and conservation practices that lessen the Region's dependence on imported fossil fuels.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 6: Northeast Florida capitalizes on its deep-water ports, airports, and rail / roadway connections to the nation through the continued improvement and expansion of infrastructure, including facilities, centralized systems for water, sewer, fiber optics (high-speed internet), electric and natural gas distribution.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 7: The NEFRC provides and maintains a Regional atlas. This is a series of images, lists and maps that identifies environmentally sensitive lands, built, and planned major roadways, commercial and industrial lands, military bases, residential lands, and other land uses. Local governments use this atlas as a guide to coordinate planning efforts, prioritize public expenditures, and facilitate economic development.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 8: NEFRC, through its partners and the Regional atlas, maintains a Regional inventory of shovel ready, full-service, and entitled Regional employment centers.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

OBJECTIVE: ECONOMIC COMPETITIVENESS: A MULTI-MODAL TRANSPORTATION NETWORK FOR RESIDENTS AND BUSINESSES

Policy 9: To promote a diversified and vibrant Regional economy, the Region supports an efficient *multi-modal transportation network* to move people and goods, and NEFRC and its partners support infrastructure investments needed to make it work. The network includes mobility options to move goods and people to support business and industry.
Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 10: The Region will develop a *multi-modal transportation network* within the Regional Transportation Study Commission's Regional Corridors (Map H9), and will seek to prioritize projects that enhance mobility along these corridors, increase connectivity

between growth centers as identified by local governments, and increase choices for people.
Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 11: NEFRC and its partners commit to a *multi-modal transportation network* for the Region. All agree to review it frequently to take advantage of changes in technology and practice but also agree to maintain the commitment until the network is completed and the system is built.
Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 12: The *multi-modal transportation network*, as it is created, is considered with transportation priorities, natural resource priorities and neighborhood context.
Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 13: The *multi-modal transportation network* supports the wide range of lifestyle choices available to First Coast residents. Dense, transit-oriented communities are spread throughout the Region in locations that are supported by local governments and residents. These centers offer a diversity of jobs, schools, homes, civic, cultural, and faith-based uses, recreation, services and amenities.
Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 14: The Region wants employers to be satisfied with their ability to be competitive in attracting and maintaining business and workforce, because intermodal connections are frequent and efficient and allow for the easy movement of freight and people between modes.
Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 15: The Region seeks to create and maintain a transportation system that is efficient and cost effective. As transportation plans are made, NEFRC and its partners assess, using frequently reviewed methodologies, the true costs of transportation in general and transit in particular, to determine cost effectiveness to the taxpayer, to the rider and to the economic development of the Region.
Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 16: NEFRC and its partners collaborate to make transit, of whatever modes are found to be appropriate, a viable choice for workers in the Region.
Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

Policy 17: The Region will prioritize improvements to the transportation network that have the potential to lessen the number of car, bicycle and pedestrian traffic accidents
Pillar: Business Climate and Competitiveness, SCP: 187.201(19)(a)

OBJECTIVE: INTEGRATED PLANNING: THE LINK BETWEEN LAND USE, RESOURCES AND MOBILITY

Policy 18: Government and other leaders at the Regional and local levels are consistent in their policy to guide public and private land use toward a Regional land use pattern that creates a healthy job to housing ratio in mixed use growth centers, enhances the efficiency of the transportation system and maintains air quality. Local governments choose to locate growth in locations that recognize these linkages.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 19: The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Local governments as they identify areas appropriate for mixed-use development.
- Communication of the benefits of density and mixed-use development, including demonstration of property value increase.
- Emphasis on balance between individual and common spaces and the transition of densities, so that residents of the Region see the benefits, regardless of the lifestyle choices they make.
- Incentives for dense and/or mixed use development.
- Incentives to private landowners to maintain wise forestry practices and maintain ecosystem services on their lands.
- Maintenance of a diversity of land use in the Region.
- Conservation of natural resources through public land acquisition to preserve ecosystem services.
- Reduction of impervious surfaces in the Region.
- Infill and redevelopment.
- Use of low impact development practices.
- Balance between land use and parking policies.
- Learning from other communities and Regions.
- Sensitivity to communities in road and mobility infrastructure design.
- Communities that are planned for people first, not cars.
- Giving residents great places to walk to safely. Encouraging developers and local governments to promote mixed-use communities that provide alternative forms of transportation, such as sidewalks, bike paths and transit stops in locations with highest density.
- Provision of reliable transit options.

- Designation of areas for *Transit Oriented Development* (TOD) and the offering of cost effective incentives within them for development that is affordable, dense, and/or green.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

OBJECTIVE: IMPLEMENTATION RESOURCES: FUNDING MOBILITY AND MAINTAINING CAPACITY

Policy 20: Transportation funding in the Region is reliable, equitable, efficient and affordable, and considers all needs and all modes.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 21: NEFRC supports local governments and stakeholders of the Region as they coordinate funding efforts to maximize efficiencies that create mobility choices for residents of the Region. This includes collaboration on maintenance and operation of a Regional *multi-modal transportation system* that serves the suburban and urban parts of the Region, with ways to connect for rural residents.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 22: NEFRC acknowledges that transportation concurrency is a local issue that each local government must decide for itself. NEFRC will be a resource for local governments by being a clearinghouse for methodologies and by measuring the status of Regional roadways and transit.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 23: The Region supports a safe, efficient, well-funded, and well maintained Regional road network that meets the requirements of population and economic growth, and meets the challenges of transition away from fossil fuels to alternative energy. The road network should be designed and maintained to be complementary to the Regional transit network, and to all modes of transport and travel, including safe walking and biking.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 24: Northeast Florida aspires to a safe transportation network that gives pedestrians and bicyclists equal priority with motor vehicles, with roadways that are designed to minimize conflicts between motor vehicles and bicycles or pedestrians, therefore resulting in safe travels regardless of transportation mode.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 25: The Region supports:

- Transportation costs that are reasonable to users.

- Reliable revenue sources in place for transportation improvements and maintenance.
- A transportation sector that takes full advantage of public/private partnerships.
- Make existing roadways more efficient.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

OBJECTIVE EDGE – MAKING FULL AND TIMELY USE OF TECHNOLOGY

Policy 26: Northeast Florida is receptive to technology that improves the transportation system or can otherwise benefit quality of life in the Region. If technology can help us to improve quality of life in the Region, we embrace it.
Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

Policy 27: While technology and its benefits will change over time, these initiatives are currently supported:

- Technology that alleviates peak hour and peak period transportation deficiencies. This will make a Regional network that is more cost effective and that can reduce congestion levels along roadways that can no longer accommodate additional lanes because of constraints.
- Transportation planning decisions that are always made in the context of changing technology and a Regional *multi-modal network* that is flexible so as to benefit from the opportunities provided by technology.
- *Intelligent Transportation Systems (ITS)* as part of the *multi-modal transportation network*.
- Maintaining travel times through implementation of the incident management systems, to minimize impacts on business operation and worker commute times.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)

OBJECTIVE: CLARITY ON THE DEFINITION OF TRANSPORTATION FACILITIES OF REGIONAL SIGNIFICANCE.

Policy 28: Regionally significant transportation facilities are those facilities used to provide transportation between municipalities located both within and outside the region and other specially designated facilities. Regional facilities and resources provide an interconnected system for the movement of people, goods and services between the cities, counties and states in the Region. The regional road network is comprised of connecting interstate, intrastate and U.S. highways, state roads and county roads, airports, ports, train and transit facilities. In addition, regionally significant facilities include any roadway that currently or as proposed and funded provides direct access to a regional facility or resource.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(17)(a)

OBJECTIVE: CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN

Policy 29: NEFRC considers impacts to resources of regional significance and extra jurisdictional impacts as it reviews consistency with the SRPP. Local governments and proposers of projects should include best available data gathered using professionally acceptable methodology in support of their proposals, sufficient to determine impacts. Where mitigation is proposed, using strategies outlined in local government policies or plans, the SRPP or a combination is encouraged.

Pillar: Infrastructure and Growth Leadership, SCP: 187.201(15)(a)

REGIONAL TRANSPORTATION MEASURES

Figure 10 – Number of Accidents by Mode

TYPE	TOTAL CRASHES	TOTAL FATALITIES	TOTAL INJURIES
Bicycle involved	348	8	316
Pedestrian involved	525	35	499
Vehicle only	22,061	179	14,147

Source: FDOT, District 2 and District 5, Department of Traffic Statistics 2011

Local Governments in Northeast Florida were surveyed as to the regulations they have in place requiring certain types of development, where they have incentives to encourage such development, and where they have both. Of 34 local governments (seven Counties and 27 municipalities), 22 completed the survey in early 2012.

Figure 11– Local Government Survey Responses

	REGULATIONS	INCENTIVES	BOTH
Safety for Bicyclists and/or pedestrians	8	3	1
Public safety and crime reduction by encouraging active, visible, and busy streets, sidewalks and/or common areas	4	1	1
Site or development planning that enhances transportation efficiency, such as limiting curb cuts, connectivity to adjacent developments, etc.	11	1	2
Transit oriented development	4	1	1

Source: NEFRC Local Government Survey, 2012

Figure 12 – Annual Transportation Disadvantaged Trips

Annual number of Transportation Disadvantaged trips	1,256,865

Source: Total Trips, 2011 Annual Performance Report,
Florida Commission for the Transportation Disadvantaged

Figure 13 – Vehicle Miles Traveled

Vehicles miles traveled (VMT) per capita	33.9

Source: FDOT - Florida Highway Mileage Reports: Public Roads, 2010 Annual Report.
Population collected from the American Community Survey - Total Population (2005-2009 Estimate).

Figure14 – Riders Served by JTA

Number of people served by transit route within JTA service area	JTA analysis underway

Source: JTA

Figure 15 – Transportation Implemented through Public-Private Partnerships

Number of transportation projects implemented through public-private partnerships (PPP)	0

Source: North Florida TPO

COORDINATION OUTLINE

The general scope and application of the Strategic Regional Policy Plan (SRPP) is described in 27E-5.001 F.A.C., as a coordinated process whereupon collaboration and consensus among local governments, regional entities, state and federal agencies, other appropriate organizations, and the public guide the development of goals and policies to identify and resolve regional issues. To outline this process, 27E-5.004(8) F.A.C., requires an overview of the Council's cross acceptance, dispute resolution, public participation, and related regional planning and coordination activities. Before reviewing the steps taken in updating the SRPP, it may be helpful to review the role and context of Regional Planning Council functions to be reminded of how they coordinate regional activities. See Appendix for an overview.

DEVELOPMENTS OF REGIONAL IMPACT

NEFRC brings together state and regional agencies, local governments, and other interests to identify impacts and resolve issues associated with large-scale projects as defined by Chapter 380 of the Florida Statutes. This allows issues to be resolved collaboratively and early in the development planning process.

DISPUTE RESOLUTION

NEFRC has adopted a *Regional Dispute Resolution Process* (RDRP) pursuant to 186.509 F.S. and 29F-3 F.A.C. "to reconcile differences on planning, growth management, and other issues among local governments, regional agencies, and private interests."

COORDINATION IMPLEMENTATION

Strategic Regional Policy Plan (SRPP) Update

The evaluation and appraisal of "Strategic Directions", the Northeast Florida Strategic Regional Policy Plan was done by an assessment adopted by NEFRC on February 3, 2011. Based on changes to the Region since the 1997 plan and the need for a new plan, NEFRC took a long-range view of the update to the SRPP. NEFRC based the plan on professionally acceptable data and analysis sources and methodologies, the same used pursuant Chapter 163.3177 F.S. NEFRC has entered into a Memorandum of Understanding with the Health Planning Council of Northeast Florida and WellFlorida Council as required by Chapter 186.507(10) F.S. Pursuant to Section 27E-5.005(2) F.A.C., and 27E-5.005(3) F.A.C., NEFRC coordinated with local governments to ensure cross-acceptance, and with regional and state agencies in both policy development and draft review of the SRPP. Pursuant to Section 27E-5.005 F.A.C., the Council is required by law to hold one public workshop and three (3) public meetings. The NEFRC held one public kickoff workshop and several additional public meetings as listed below. Noting that leadership, expertise and extensive public involvement should be part of the Plan update, NEFRC took the following path to prepare for the SRPP update:

- **Regional Leadership Academy** (2005 to present): NEFRC creates the Regional Leadership Academy to begin training leaders for this effort in 2005.
- **Regional Community Institute** (2005 to present): Graduates of the Regional Leadership Academy and members of the NEFRC Board of Directors form the membership of this non-profit organization. It is tasked with undertaking a regional vision, to inform the update to the SRPP.
- **Partnerships and Planning for Visioning** (2008): By 2008, a critical mass of regional leaders had been trained, and planning for visioning began that year. Outreach began to other regional, state, federal and local entities and organizations to encourage involvement in a vision for growth and development in the seven county Region for the next 50 years. 2060 is agreed as the planning timeframe.
- **Town Hall Meetings** (2009): Input from public meetings in all seven counties is gathered to help kick-off regional visioning.
- **Reality Check First Coast** (2009): Several regional organization partners and over 100 volunteers help 300 diverse leaders think about their visions for where growth should go for the next 50 years, and what principles should guide it. The exercise established four distinct growth patterns that could describe the future of the Region, all of which show benefits when compared to the trend.
- **County Checks** (2009): The visioning exercise is repeated in all seven counties of Northeast Florida with the public as participants. Growth patterns are validated and County-level input is gathered.
- **Region First 2060** (2009-present): The partners who put on Reality Check First Coast agree to focus on education related to the guiding principles recommended at the exercise.
- **First Coast Consortium** (2010-present): Organizations interested in a regional plan join to seek funding and support the best possible plan.
- **Generation Checks** (2010, 2011): The visioning exercise is repeated exclusively for young people. Growth patterns are validated and youth input is gathered.
- **Growth Pattern Polling** (2010, 2011): Over a thousand people participate in polling on their preferred growth pattern.

- **Design Challenge** (2011): Data from Reality Check and the results of growth pattern polling are combined to inform a design challenge, to create the images for First Coast Vision.
- **First Coast Vision Draft** (2010, 2011): The Regional Community Institute of Northeast Florida, Inc. creates committees and drafts First Coast Vision.
- **First Coast Vision Public Input** (2011): Public input on the draft is gathered online and at seven public meetings, one in each County.
- **First Coast Vision** (2011): The final vision is provided to the Northeast Florida Regional Council to assist with the update to the regional plan.
- **Draft Measurable Policies for the Regional Plan** (2012): These are provided to the First Coast Consortium for comment as they become available.
- **Preparation for the Kick-off to the Regional Plan** (2012): First Coast Consortium members and local governments are asked what their hopes were for the SRPP update.

The process to update the Plan included the following:

- **May 16 Kickoff Meeting** (2012): The hopes of partners are shared at a public meeting at NEFRC offices, along with an overview of the process for the plan update, and gathering of public input. The meeting was advertised on April 27, 2012 in the Florida Administrative Weekly (FAW). The dates for public meetings to gather input on the draft plan were also shared at that time.
- **On-line Public Input** (May 16, 2012 until November 1, 2012): The public had the ability to comment on-line on plan process at www.nefrc.org starting on May 16, 2012, and had access to an overview and documents related to the kickoff meeting since shortly thereafter. The public was able to comment on draft plan content and has had access to the draft plan at www.nefrc.org since August, 2012.
- **Public Meetings** as listed below were held in each of the seven counties in Northeast Florida to gather public input on the draft plan. Meetings were advertised pursuant to 27E-5.005(1)(b)F.A.C. and prominently advertised throughout the region in newspapers of general circulation and not placed where legal notices and classified advertisements appear. All jurisdictions and agencies were notified of each meeting pursuant to 27E-5.005(2)F.A.C.

Figure 1 – Schedule of Public Meetings

COUNTY	DATE	TIME	LOCATION	PUBLICATION AND DATE ADVERTISED
Baker County Public Meeting	Thursday September 20, 2012	6:30 PM	County Commission Chambers 55 N. 3rd St. Macclenny, FL 32063	FAW:V. 38/33, 8/17/12, Baker County Press: 8/23/12

COUNTY	DATE	TIME	LOCATION	PUBLICATION AND DATE ADVERTISED
Clay County Public Meeting	Thursday October 18, 2012	6:30 PM	Green Cove Springs City Hall 321 Walnut Street Green Cove Springs, FL 32043	Clay Today: 8/23/12
Duval County Public Meeting	Thursday October 25, 2012	6:00 PM	NEFRC 6850 Belfort Oaks Place Jacksonville, FL 32216	Florida Times Union: 8/23/12
Flagler County Public Meeting	Thursday September 27, 2012	6:30 PM	Emergency Operations Center 1769 E. Moody Blvd, Bldg. #3 Bunnell, FL 32110	FAW V. 38/33, 8/17/12, Flagler/Palm Coast News: 8/22/12
Nassau County Public Meeting	Thursday October 11, 2012	6:30 PM	FSCJ Betty P. Cook Center 76346 William Burgess Blvd. Yulee, FL 32097	Nassau County Record: 9/6/12
Putnam County Public Meeting	Thursday October 4, 2012	6:30 PM	Commissioners Board Room 2509 Crill Avenue, Suite 100 Palatka, FL 32177	Palatka Daily News: 8/23/12
St. Johns County Public Meeting	Thursday September 6, 2012	6:30 PM	AG Center 3125 Agricultural Center Drive St. Augustine, FL 32092-0572	FAW V. 38/33 8/17/12,, St. Augustine Record: 8/23/12

- **Meetings** with each County and their Local Governments (January, February 2013): Each County hosted a meeting with their local governments and NEFRC to discuss the plan and public comments, and to gather government comments.
- **Incorporation of Input** (February 2013): NEFRC staff reviews and incorporates input from all sources into a second draft SRPP.
- **Local Government Review** of second Draft SRPP (March-June, 2013): NEFRC approves release of the second Draft SRPP on March 7, 2013. All local governments in the Region were provided with a link to the second draft plan, along with draft resolution in support of the plan. They were asked to consider a resolution by June 2013. Ultimately, 21 resolutions of support accompanied the July 26, 2013 transmittal to the Executive Office of the Governor.
- **Proposed SRPP Release to the State** (July 2013): The NEFRC Board authorized release of the Proposed SRPP (as revised based on local government input) on July 11, 2013. The Proposed SRPP was sent, along with resolutions of support, to all local governments and reviewing agencies (Department of Economic Opportunity, Department of Health, Department of Children and Families, Department of Environmental Protection, Department of State, Department of Transportation, Florida Fish and Wildlife Conservation Commission, Department of Agriculture and Consumer Services, adjacent Regional Planning Councils, Metropolitan Planning

Organizations and Water Management Districts within the NEFRC's boundary, pursuant to 27E-5.006(1)(a)F.A.C. on July 26, 2013.

- **Proposed SRPP Review** (July 2013): Three copies of the Plan were sent to the Executive Office of the Governor who had 60 days to review from date of receipt. Other state reviewing agencies noted above, and local governments, have 30 days to provide comments to the Office of the Governor. It was understood that the Office of the Governor may issue a "State Findings and Recommendation Report" with suggested revisions consistent with the State Comprehensive Plan. None was received. Concurrent with the submittal to the state, NEFRC submitted a copy of the SRPP to all county and municipal governments within the Region pursuant to 27E-5.006(2)F.A.C. This submission included the cover letter required by 27E-5.006(2)(a) and (b)F.A.C. Local governments had 30 days to provide comments to the Executive Office of the Governor, and 60 days to provide comments to the NEFRC. No local government comments were received. A copy of the SRPP was provided to each Regional Library, a total of 14, pursuant to 27E-5.006(2)(b)F.A.C.
- **Incorporation of Input** (September 2013): NEFRC staff incorporated input into the SRPP as appropriate.
- **Formal Adoption** (December 5, 2013): Within 90 days of the end of the 60 day comment period, NEFRC Board of Directors noticed and conducted rulemaking to adopt the SRPP pursuant to "Rule Adoption and Procedures" (120-54 F.S.). Rule Development Workshops were held on October 7, 2013 and November 7, 2013. A Proposed Rule Amendment Public Hearing was held on December 5, 2013. The NEFRC adopted the Proposed Rule Amendment on that date.
- **Final SRPP Submission**: Within 30 days, NEFRC re-submitted the amended SRPP to state reviewing agencies and the Governor's Office. The plan was also submitted to the Speaker of the House and President of the Senate.

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GLOSSARY

Best Management Practices: State of the art practices, often shared by entities trying to achieve similar goals. It is a method or technique that has consistently shown results superior to those achieved with other means, and that is used as a benchmark.

Coastal High Hazard Area (CHHA): The Coastal High Hazard Area is Storm Surge Area 1 as defined in Florida Statutes. Limitations apply in this area to ensure that residents and vulnerable populations are protected. Section 163.3177(6)(a)10.a., Florida Statutes, requires Local governments to designate Coastal High Hazard Areas (CHHA) on their future land use map series. The CHHA is an area particularly vulnerable to the effects of coastal flooding from disasters and is defined according to Section 163.3178(2)(h)9, Florida Statutes, as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

163.3177(6)6, Florida Statutes, requires local governments to limit public expenditures that subsidize development in coastal high hazard areas. Many local comprehensive plans have objectives and policies that limit or restrict residential density, the type of development allowed, establish special building requirements, and place limits on the use of public funds within the CHHA.

Comprehensive Emergency Management Plans (CEMP): These Plans are the master operations documents and framework through which emergencies and disasters are handled by the State of Florida and its counties. A CEMP is a written basic plan with elements to address all natural and man-made emergencies and disasters to which a political subdivision is vulnerable. The CEMP specifies the purpose, organization, responsibilities and facilities of agencies and officials of the political subdivision in the mitigation of, preparation for, response to, and recovery from emergencies and disasters

Familiar Climate: The climate as expected based on prior years in Northeast Florida.

Food Deserts: Any area in the Region where healthy, affordable food is difficult to obtain. It includes areas that lack access to affordable fruit, vegetables, whole grains, low fat milk, and other foods that complete the full range of a healthy diet. Such areas are associated with a variety of diet-related health problems.

Green Infrastructure: Green infrastructure is a concept originating in the United States in the mid-1990s that highlights the importance of the natural environment in land use planning decisions with a particular emphasis on the "life support" functions provided by the network of natural ecosystems, with an emphasis on interconnectivity, with an emphasis on support of long-term sustainability. Examples include clean water, healthy soils, and functions such as providing shade and shelter in and around towns and cities.

The United States Protection Agency (EPA) has extended the concept to apply to the management of storm-water runoff at the local level through the use of natural systems, or engineered systems that mimic natural systems, to treat polluted runoff. This use of the term “green infrastructure” refers to urban "green” best management practices (BMPs) contributes to the overall health of natural ecosystems. The concept includes the assets of the Region that support natural ecosystems including: natural areas, areas that perform dual functions (flood plains that are farmed and used for recreation, for example), and the built environment that is designed to support ecosystems (pervious parking lots and sidewalks, rain gardens, or constructed wetlands).

Land Development Entitlements: Land entitlements are the backbone of development. Entitlements dictate the governmentally permitted and approved building types that may be constructed on a property. They determine a property’s value. A property that is limited in its use is not as valuable as a property that has an array of possibilities for use as a site that is governmentally approved for its proposed use except for building permits.

Land Development Regulations (LDRs)/Codes: Local laws controlling land development.

Local Emergency Planning Committee (LEPC): These committees bring together related agencies in Florida regions to address safety issues related to hazardous materials.

Incident Management Systems: Generally, the operational framework used to respond to emergencies by agencies.

Intelligent Transportation Systems (ITS): Systems that add and apply data and communications technology to transportation infrastructure and vehicles to improve the efficiency or safety of transportation.

Multi-modal Transportation Network: A network for optimizing transportation improvements and investments across all modes of transport and the connections between them. The network will take into account all planning efforts in the region, transportation priorities, natural resource priorities, and neighborhood context. It is designed to be an implementation mechanism to achieve a sustainable region, frequently reviewed, and not abandoned until its goals are met.

Mutual Aid Agreements: Agreements signed by jurisdictions that agree on when and how they will support each other in the event of an emergency.

NPDES: The National Pollutant Discharge Elimination System regulates point sources that discharge pollutants into US waters.

Regional Atlas: A series of images, lists, and maps that identifies environmentally sensitive lands, built and planned major roadways, commercial and industrial lands, military bases, residential lands, and other land uses. It includes at a minimum, green infrastructure, facilities and resources of regional significance, the multi-modal transportation framework, and vulnerability maps.

Regional Domestic Security Task Forces: Teams of local representatives, who prepare for, prevent and respond to terrorist events.

Resources of Regional Significance: Resources or facilities meeting the criteria in Section 27E-5.002(7), F.A.C.

Shovel-ready: A site that is governmentally approved for its proposed use, including building permits.

Sustainable: Consisting of a balance of the goals for economic vitality, resources for the long term, and the quality of life of people who live and work in the region.

Transit Oriented Development: Mixed-use areas designed to maximize access to public transportation and encourage transit ridership.

Universal Design: Design that produces building products and environments that are accessible to both the able-bodied and the physically challenged.

Vulnerability Maps: Maps that indicate the physical characteristics of the land, the physical, socio-economic, and language characteristics of the people and the characteristics of buildings and the built environment that make parts of the region vulnerable to emergencies and disasters.

Walk Scores: Assessment from the website walkscore.com of the walkability (measure of how friendly an area is to walking) of an address or neighborhood.

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Regional Planning Council Functions and Programs

March 4, 2011

- **Economic Development Districts:** Regional planning councils are designated as Economic Development Districts by the U. S. Economic Development Administration. From January 2003 to August 2010, the U. S. Economic Development Administration invested $66 million in 60 projects in the State of Florida to create/retain 13,700 jobs and leverage $1 billion in private capital investment. Regional planning councils provide technical support to businesses and economic developers to promote regional job creation strategies.

- **Emergency Preparedness and Statewide Regional Evacuation:** Regional planning councils have special expertise in emergency planning and were the first in the nation to prepare a Statewide Regional Evacuation Study using a uniform report format and transportation evacuation modeling program. Regional planning councils have been preparing regional evacuation plans since 1981. Products in addition to evacuation studies include Post Disaster Redevelopment Plans, Hazard Mitigation Plans, Continuity of Operations Plans and Business Disaster Planning Kits.

- **Local Emergency Planning:** Local Emergency Planning Committees are staffed by regional planning councils and provide a direct relationship between the State and local businesses. Regional planning councils provide thousands of hours of training to local first responders annually. Local businesses have developed a trusted working relationship with regional planning council staff.

- **Homeland Security:** Regional planning council staff is a source of low cost, high quality planning and training experts that support counties and State agencies when developing a training course or exercise. Regional planning councils provide cost effective training to first responders, both public and private, in the areas of Hazardous Materials, Hazardous Waste, Incident Command, Disaster Response, Pre- and Post-Disaster Planning, Continuity of Operations and Governance. Several regional planning councils house Regional Domestic Security Task Force planners.

- **Multipurpose Regional Organizations:** Regional planning councils are Florida’s only multipurpose regional entities that plan for and coordinate intergovernmental solutions on multi-jurisdictional issues, support regional economic development and provide assistance to local governments.

- **Problem Solving Forum:** Issues of major importance are often the subject of regional planning council-sponsored workshops. Regional planning councils have convened regional summits and workshops on issues such as workforce housing, response to hurricanes, visioning and job creation.

- **Implementation of Community Planning:** Regional planning councils develop and maintain Strategic Regional Policy Plans to guide growth and development focusing on economic development, emergency preparedness, transportation, affordable housing and resources of regional significance. In addition, regional planning councils provide coordination and review of various programs such as Local Government Comprehensive Plans, Developments of Regional Impact and Power Plant Ten-year Siting Plans. Regional planning council reviewers have the local knowledge to conduct reviews efficiently and provide State agencies reliable local insight.

- **Local Government Assistance:** Regional planning councils are also a significant source of cost effective, high quality planning experts for communities, providing technical assistance in areas such as: grant writing, mapping, community planning, plan review, procurement, dispute resolution, economic development, marketing, statistical analysis, and information technology. Several regional planning councils provide staff for transportation planning organizations, natural resource planning and emergency preparedness planning.

- **Return on Investment:** Every dollar invested by the State through annual appropriation in regional planning councils generates 11 dollars in local, federal and private direct investment to meet regional needs.

- **Quality Communities Generate Economic Development:** Businesses and individuals choose locations based on the quality of life they offer. Regional planning councils help regions compete nationally and globally for investment and skilled personnel.

- **Multidisciplinary Viewpoint:** Regional planning councils provide a comprehensive, multidisciplinary view of issues and a forum to address regional issues cooperatively. Potential impacts on the community from development activities are vetted to achieve win-win solutions as council members represent business, government and citizen interests.

- **Coordinators and Conveners:** Regional planning councils provide a forum for regional collaboration to solve problems and reduce costly inter-jurisdictional disputes.

- **Federal Consistency Review:** Regional planning councils provide required Federal Consistency Review, ensuring access to hundreds of millions of federal infrastructure and economic development investment dollars annually.

- **Economies of Scale:** Regional planning councils provide a cost-effective source of technical assistance to local governments, small businesses and non-profits.

- **Regional Approach:** Cost savings are realized in transportation, land use and infrastructure when addressed regionally. A regional approach promotes vibrant economies while reducing unproductive competition among local communities.

- **Sustainable Communities:** Federal funding is targeted to regions that can demonstrate they have a strong framework for regional cooperation.

- **Economic Data and Analysis:** Regional planning councils are equipped with state of the art econometric software and have the ability to provide objective economic analysis on policy and investment decisions.

- **Small Quantity Hazardous Waste Generators:** The Small Quantity Generator program ensures the proper handling and disposal of hazardous waste generated at the county level. Often smaller counties cannot afford to maintain a program without imposing large fees on local businesses. Many counties have lowered or eliminated fees, because regional planning council programs realize economies of scale, provide businesses a local contact regarding compliance questions and assistance and provide training and information regarding management of hazardous waste.

- **Regional Visioning and Strategic Planning:** Regional planning councils are conveners of regional visions that link economic development, infrastructure, environment, land use and transportation into long term investment plans. Strategic planning for communities and organizations defines actions critical to successful change and resource investments.

- **Geographic Information Systems and Data Clearinghouse:** Regional planning councils are leaders in geographic information systems mapping and data support systems. Many local governments rely on regional planning councils for these services.