The Committee Draft of Baseline State of the Northeast Florida Region Assets and Challenges
9/20/10

The Regional Community Institute of Northeast Florida, Inc. is working on ***First Coast Vision***, using data from Reality Check First Coast and committees that are recommending what to measure, the goals and objectives for a vision for 2060, and what that vision might look like. First Coast Vision begins with the State of the Region, a snapshot of how the Region is doing now. This will provide a baseline for comparison, as the Region assesses how it is doing in coming years.

Transportation

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 deepwater 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, and presents a huge asset as far as transportation. 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 assets as far as transportation 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 paratransit. 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 which makes for easy access from and to 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.

Natural Resources

The St. Johns River, like the Nile, flows north through the Region and empties into the Atlantic Ocean in Duval County. Its beauty and the opportunities it and its tributaries offer impact the entire Region and present real prospects for economic benefits such as eco-tourism. The climate of the Region is rare for Florida. Three seasons with moderate winters attract 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 for much of the land area of the Region to remain as forestry, with a smaller amount of agriculture.

In the NEFRC Grow Smart Survey that preceded Reality Check First Coast, 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 allowed for complacency in the past and has not, until now, ensured planning for green infrastructure as a component as important as all others in ensuring wellbeing and quality of life. The Grow Smart Survey also indicated that 70% of residents surveyed think quality of life in the First Coast is excellent or very good now, but 82% thought it was very good or excellent when they first arrived in the Region. Abundance of water and land has led to short term thinking as to 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. Along with human actions, the trees, vegetation, pervious soils, and human structures that make up a forest influence hydrological functions in ways that can affect quality of life.

Florida allows for wetlands to be permitted for development, subject to requirements for mitigation. This practice, over time, can result in fragmentation

of wetland systems, and at some point, the gradual but continual loss of wetland ecosystem functions and services, when viewed as to cumulative effect, will result in regional impacts. The loss of forested and natural areas can result in less recharge from the surface to the aquifer, increased storm water runoff and impact 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 it will no longer be the source of all drinking water in the Region in the future. In the absence of consideration of green infrastructure as a regional system, as important to the region as the traditional grey infrastructure of water pipes and electrical grid, individual development practices in Northeast Florida can have the unintended consequence of increasing the potential for storm water, pollutants, and chemicals flowing into their 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.

Despite the survey results, the value residents put on waterways and natural resources remains uncertain. They are perceived as important to quality of life, but the willingness to consider impacts to them in everything we do has not yet become prevalent.

The Florida Legislature and the Governor’s Office have recently required the consideration of greenhouse gas and energy planning as part of the local comprehensive planning process, and as part of planning for public buildings. Utilities in the Region remain 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 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 First Coast 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 the same impact on greenhouse gas emissions here as it might elsewhere, as 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 is desirable to increase walkability and benefit health is scarce in the region, but holds the potential to also lessen dependence on the passenger car, 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, but a commitment to development patterns that the public understands and supports through First Coast Vision would increase certainly for power utilities as they plan for conversion to alternative and renewable sources of power, and create the “smart grid” that is needed to ensure power is available 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. New factors adding to these resource-intensive needs are the electrification of transportation and the electric desalination of seawater.

Affordable Housing

Northeast Florida housing is a resource in its own right. The price points for housing in comparison to the rest of the state are consistently low, with much available stock on the lower, middle and high price ranges. There is a tradition of low cost of living in the Region, with a diverse economic base as an attractor to residents and usually health construction industry, with all trades needed for residential construction represented. There is a history of local builders and local banks, which has provided the financial tools for much of the market to get into home ownership.

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, and if the chosen neighborhood has good schools but not many 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 to their homes. Often service jobs are located in exclusive areas, where service workers cannot afford to live.

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 our residents that are very low income, seniors, or the disabled. There are also few financial tools to get these residents into homes.

Key to our success in maintaining the housing in the Region as a resource is maintaining the political will to insist that a wide range of housing types 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.

Economic Development

The Northeast Florida Region has a depth and quality of labor market that is an asset both to existing businesses and those considering moving here. The military presence is one factor in ensuring a talented and technically savvy labor pool. The many health-related facilities, including a Mayo Clinic and one of the few proton-therapy treatment centers in the United States, attracts high paying jobs and well-educated workers. It remains a challenge for our technical and higher education institutions to prepare these workers here, so they can stay in the Region and prosper. The match of the local workforce to high-paying jobs remains an issue as Northeast Florida encourages creating of jobs that are sustainable, i.e., have the prospect of staying in the Region and the flexibility to adapt to changing markets and times. The State of Florida is known for its low taxes, which is a benefit when businesses consider the Region. The tax structure may negatively impact our ability to compete with regions that have more money to spend on services or infrastructure however, if business prospects perceive shortcomings in those areas. The seven-county Region is not consistently served with fiber optic capacity, which is a concern, and many parts of the Region do not have access to public water or sewer. In addition to the lack of infrastructure dollars, access to loans to finance construction as well as end-loans (i.e., mortgages), and the general inaccessibility to capital are challenges.

The Region has an extensive park system and five national parks within a one hour drive of Jacksonville. The beach communities, the coastline and the St. Johns River are large attractors for businesses and people who are thinking of quality of life as they consider moving to the Region. The challenges to surface water quality and potable water quantity sufficient to accommodate growth are becoming more known, and so present a potential negative to those considering moving to the Region. The growth management system in Florida, which is viewed as progressive by some, is viewed as an impediment by some business, who cite the cost and uncertainty and the amount of time required to change the comprehensive plan to accommodate development. If “Amendment Four” passes at the next election, more time will likely be required in order to change comprehensive plans through referendums.

Emergency Preparedness

The Northeast Florida Region faces a critical public safety threshold as the intersection of population growth and a limited evacuation road network present anticipated evacuation clearance times beyond what can be accomplished within the 24-hour prediction limits of hurricane track forecasting. State and local officials and citizens must change some part of the equation that includes behavior, traffic volume, and road and shelter capacities to successfully evacuate vulnerable populations away from the destructive forces of hurricanes. Generally, projected evacuation times have been going up while emergency planning has gotten better. In 2005, the State legislature changed the definition of the Coastal High Hazard Area (CHHA) from Evacuation Zone 1 to Storm Surge Zone 1, and required land use map amendments to comprehensive plans within CHHA to demonstrate maintenance of evacuation clearance times. This linkage of emergency preparedness to land use planning enables the Region to address the impacts of development before an emergency is declared. The seven counties in the Region are participating with the NEFRC, as lead contractual agency for the State Department of Community Affairs, and the rest of the counties in the State, on a statewide Evacuation Study to update the process and use best available data when assessing impacts.

Growth in the Region and changing requirements for approved shelters has been a challenge for counties in the Region. All have recognized the requirement for new public buildings to be built as shelters. As much of the shelter space inventory is housed in schools, new school construction and school expansion provide opportunities to provide new shelter spaces. Shelter needs continue to be refined to address special needs populations and animals, and the planning of all of the counties in Region reflect planning for these populations.

Post disaster redevelopment planning is another area requiring focus. If we are to be competitive as a Region in attracting new businesses and residents to the parts of our counties we all agree are appropriate for growth, then we need to do the planning necessary to identify the actions we must take to have all of the systems in the Region back up and running after an emergency.

Health and Human Services

The issue area of health and human services was identified by the Regional Community Institute as an impact area that crosses over into all other issue areas to be covered by First Coast Vision, and the Committee is addressing how all of the goals of First Coast Vision have a relationship to health and human services. The health-related sector forms a significant part of the economic vitality of Northeast Florida. The well-developed health care system includes a diverse network of providers, including two academic hospitals, the large Baptist Hospital system, several community non-profit hospitals, a Veterans Administration (VA) nursing home, and a VA clinic proposed for replacement with a 120,000 square foot new clinic. The sector is supported by universities and

colleges that teach nursing and health care professions, by strong teaching programs for doctors in and near the region, and by the close proximity of health insurance companies headquartered or with offices in the First Coast. The State of Florida has a history of recognizing the importance of health care to the economy and a track record of aggressive workforce development when needs are identified. The relatively good coverage of the health care system provides alternatives in the event of a natural disaster.

The diversity of population in the region is both an asset and a challenge. There are significant disparities between communities in the region, when race, geography, economics, or access to health care are considered. It is hard to bridge the gap between rich and poor, especially when the lack of mobility choices are considered, because, in part, of the way Northeast Florida is developed. The suburban sprawl and single land use pattern means that most residents must drive a car to get to most jobs, to health care services, to buy healthy food, to get to school, and to get to recreation areas, to name just a few common destinations. If a resident cannot afford a car, their options are very limited. This impacts health as well as finances, as the land use pattern often does not include sidewalks, does not allow for schools within walking distance of home, and emphasizes the safety and convenience of cars over the safety and convenience of people. There are few areas in the region that have mixed use development, the kind that is conducive to walking. Obesity is an issue on the First Coast, and while there is quality open space in the region, a car is often required to access it. The age of development in some of the region, and the lack of aggressive regulation regarding public health in Florida in general, poses challenges. Older housing means more risk of lead-based paint. Formerly loosely regulated dump sites and waste practices have resulted in homes built on dump sites, incinerator ash in residential neighborhoods, and brownfields throughout the region. The timing of development means that while some development is old enough to have been built when streets were built with the pedestrian in mind, most were built after World War II, when planning in most regions of the Southeastern United States was based on the car. Streets in the First Coast are often unpaved and frequently lack street trees or shade, sidewalks or any separation between vehicle and pedestrian areas. This makes it hard to walk or bike safely, thereby limiting safe choices for all residents.

Northeast Florida can anticipate challenges from trends. As population shifts over time from South Florida to Northeast Florida, the region, its economy, and its services, will be challenged to address both growth and cultural diversity. The aging population, a trend that is nation-wide, is being discussed but at this point, hardly planned for in the region. There are insufficient programs to train health-care and service professionals, and insufficient facilities, to accommodate the aging population. Northeast Florida has policies regarding main-streaming disabled young people into schools and programs, but the numbers are rising and the region is not prepared for the increase. Like all of Florida, the First Coast is challenged by a high percentage of employees who do not currently have

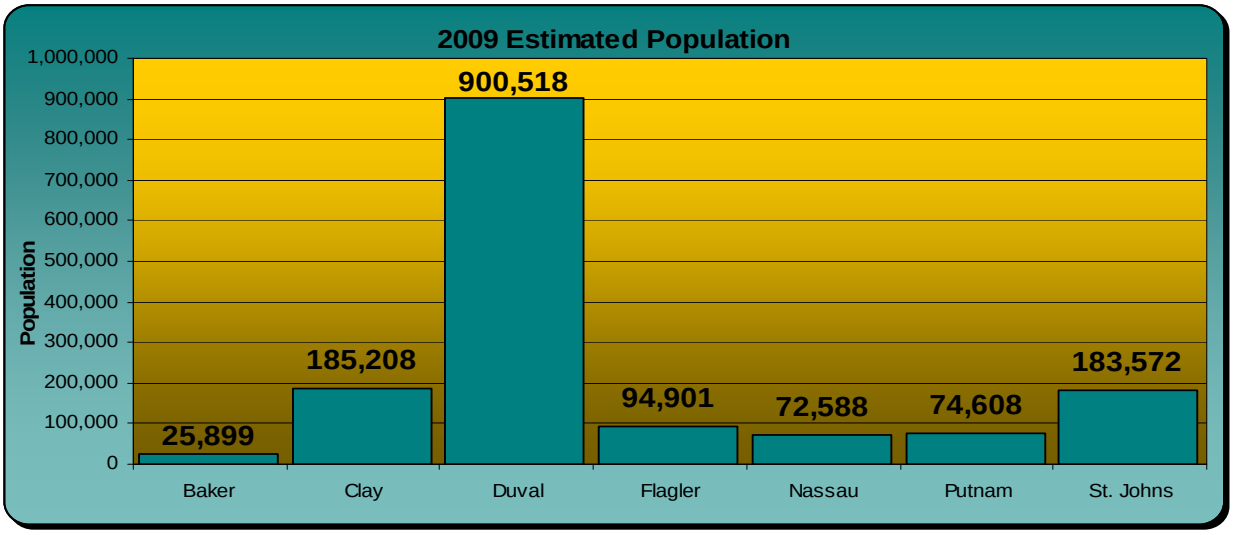
health insurance. Only 75% of working-age Floridians have health insurance. On the asset side, the diversity of natural resources makes for opportunities for healthy lifestyles for those able to access them. However, more work needs to be done to allow for access for disparate populations.

The following measures will provide the baseline for the Region and allow the Region to assess its success as it develops and implements First Coast Vision.

State of the Region

2009 Estimated Population

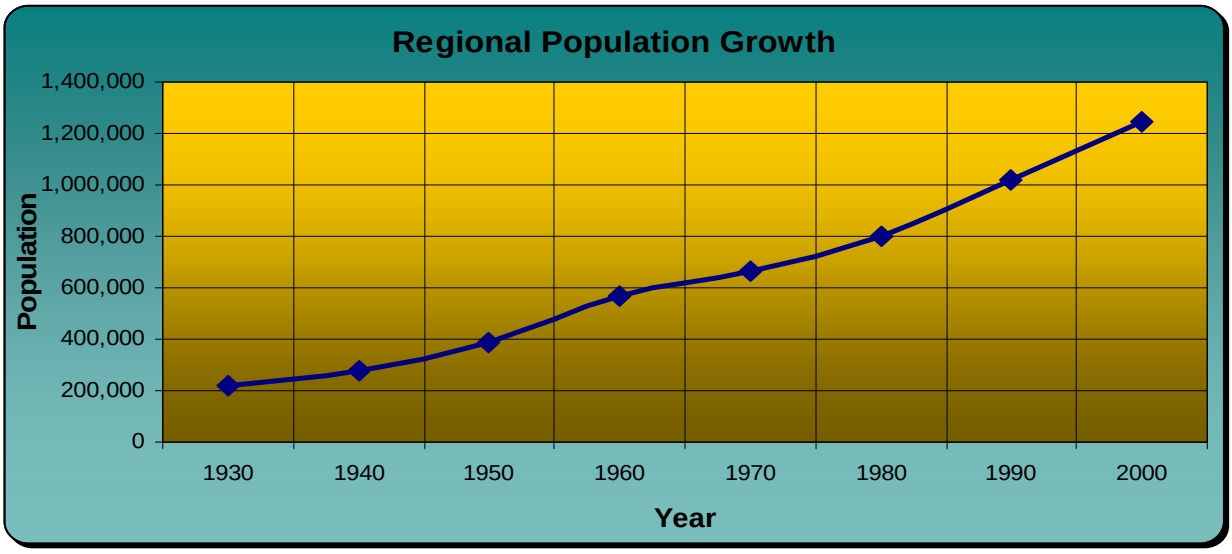
The graph below represents the estimated population by county for the year 2009. The total regional population estimate is 1,537,294. Population estimates are released annually by the Bureau of Economic and Business Research (BEBR) at the University of Florida.



Source: Bureau of Economic and Business Research (BEBR) 2009
Click link for additional information
www.bebr.ufl.edu

Past Population Growth

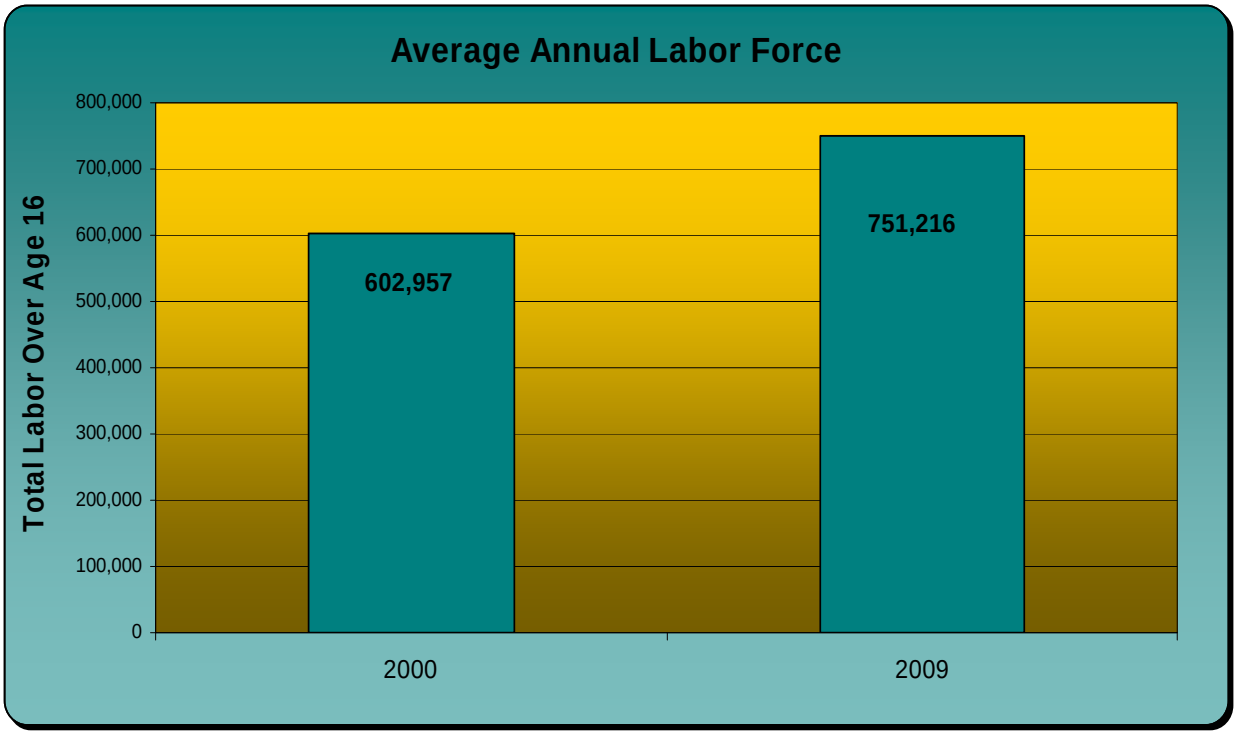
The line graph illustrates steady regional population growth since 1930. In 2000, regional population exceeded 1.2 million people.



Source: US Census Bureau
Click link for additional information
www.census.gov

Average Annual Labor Force

This bar graph shows the average annual labor force throughout the Northeast Florida Region. The labor force is based on civilian labor over the age of 16, not including military personnel. In 2009, the average annual labor force was 751,216 people, a 25% increase from the year 2000. This information is released annually by Labor Market Statistics.



Source: US Census Bureau - 2000

Click link for additional information

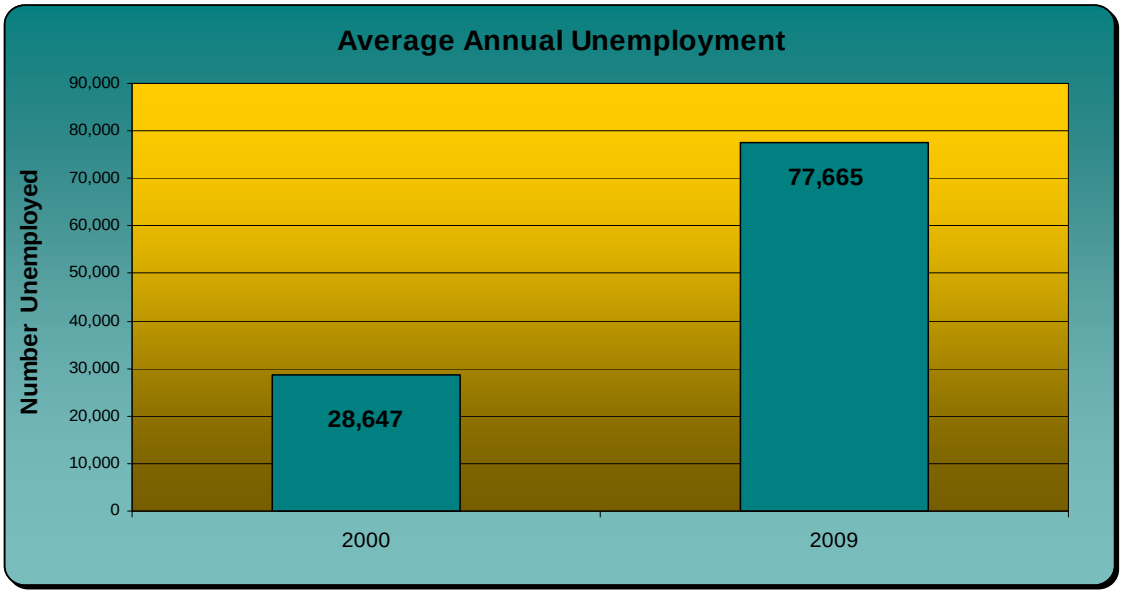
Labor Market Statistics - 2009

www.census.gov

www.labormarketinfo.com

Average Annual Unemployment (people)

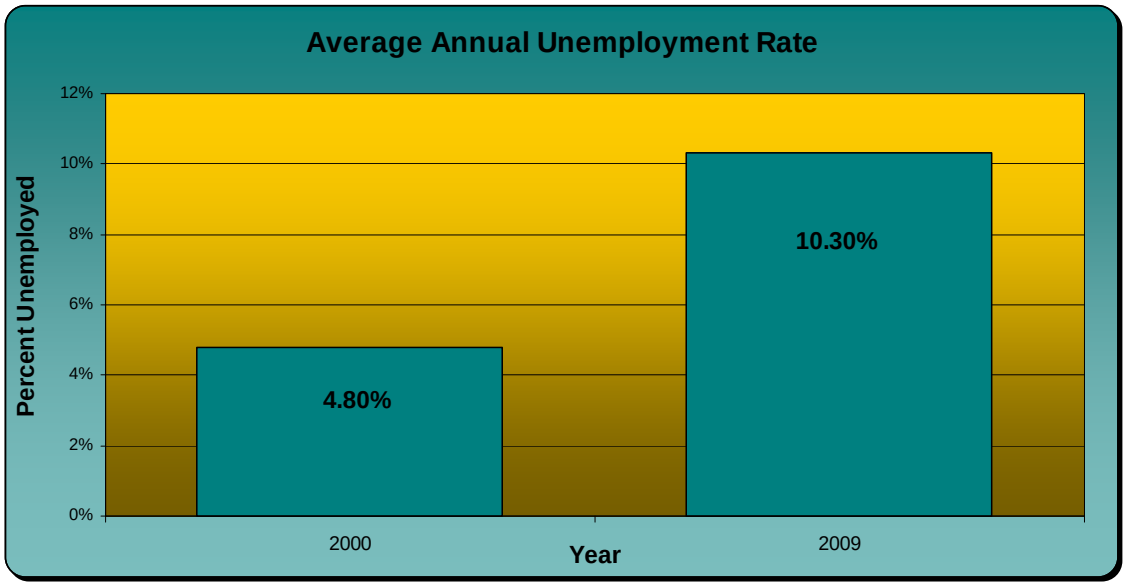
This bar graph represents average annual unemployment. The graph depicts a sharp increase in the total number of people unemployed. The average number of people unemployed in 2009 was 77,665 people, which resulted in a regional average unemployment rate of 10.3%. This information is released annually by Labor Market Statistics.



Source: US Census Bureau – 2000
Click link for additional information
Labor Market Statistics - 2009
www.census.gov
www.labormarketinfo.com

Average Annual Unemployment Rate

The unemployment rate is a percentage that is the result of taking the number of unemployed and dividing by the total civilian labor force in a given area. In 2009, the average annual unemployment rate was 10.3%.



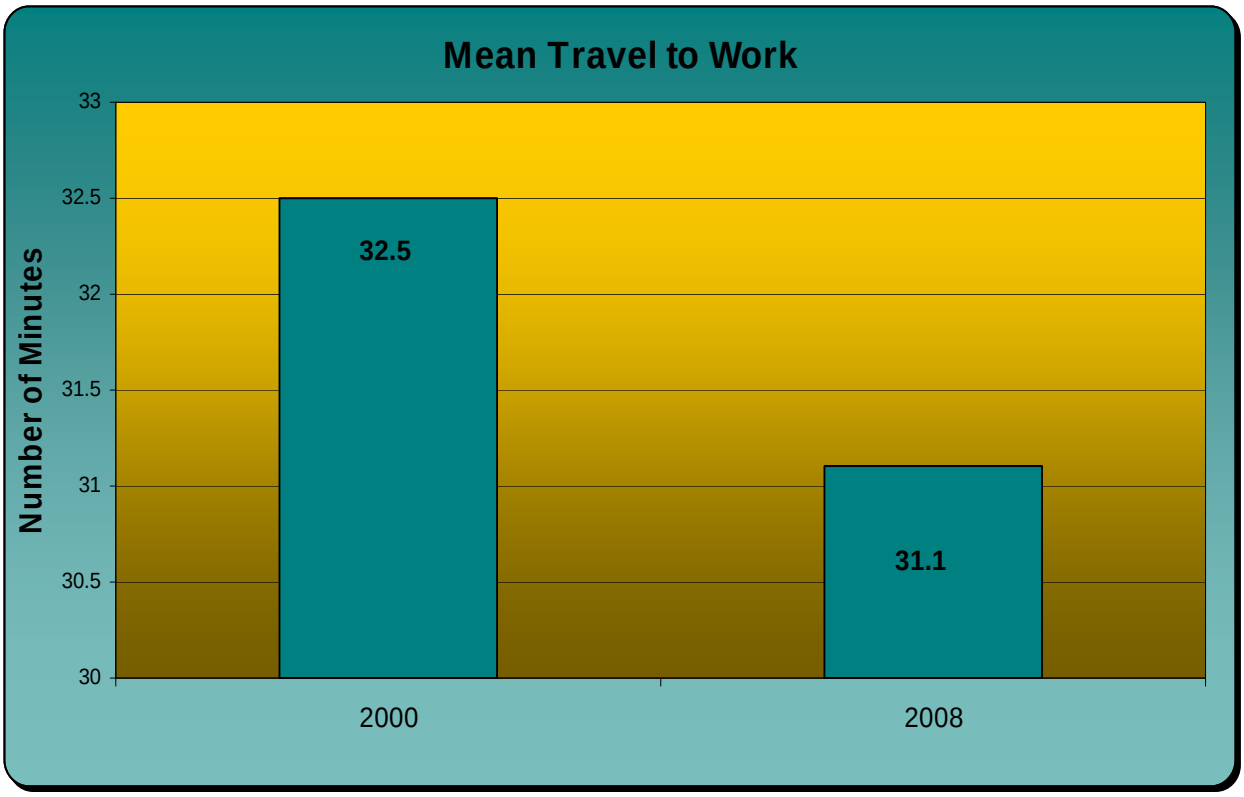
Source: US Census Bureau - 2000
Labor Market Statistics – 2009

Click link for additional information
www.census.gov www.labormarketinfo.com

Mean Travel Time to Work (minutes)

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.

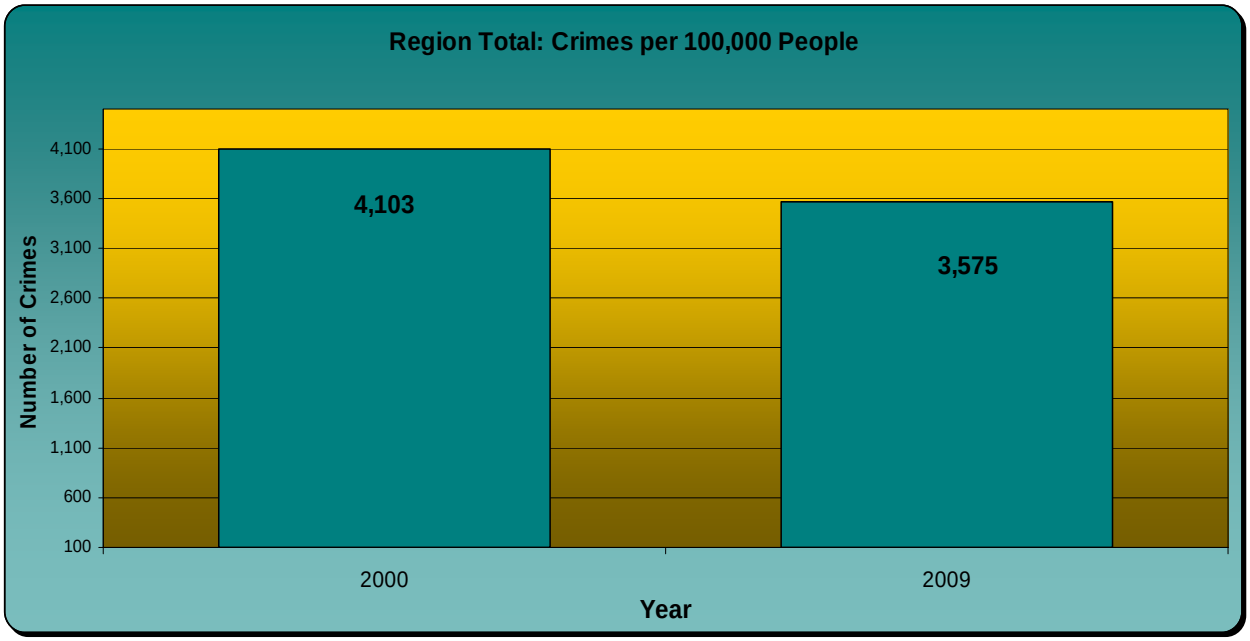
The graph shows mean travel time to work for the years 2000 and 2008. There was a slight decrease in mean travel time when comparing 2008 to 2000. The mean travel time in 2008 was 31.1 minutes. This information is updated annually.



Source: US Census Bureau - 2000
Click link for additional information
American Community Survey - 2008
www.census.gov
www.census.gov/acs

Crime Rate per 100,000 People

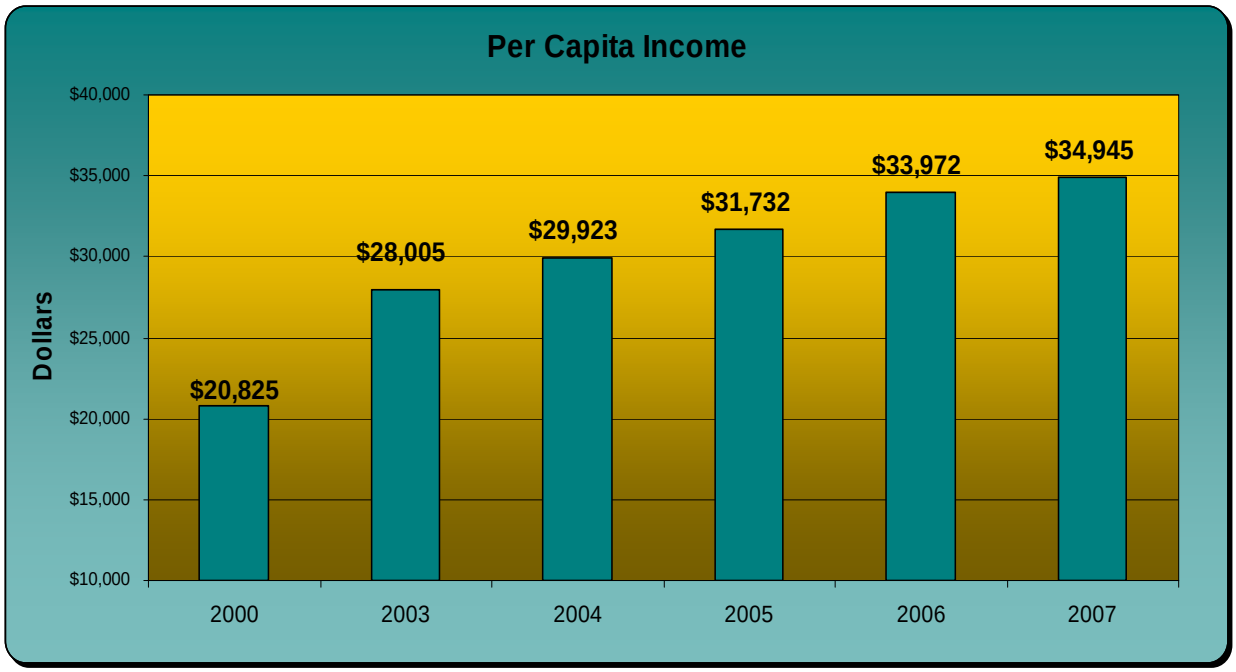
The following bar graph shows the average number of crimes per 100,000 people within the Northeast Florida Region. This includes both non-violent and violent crimes, as defined by the Florida Department of Law Enforcement (FDLE). The graph indicates a decline in the average number of crimes from the year 2000 through 2009. This data is released annually.



Florida Department of Law Enforcement (FDLE)
Click link for additional information
www.fdle.state.fl.us

Per Capita Income

The following bar graph illustrates per capita income for the Northeast Florida Region. In the year 2000, per capita income was nearly $21,000. Per capita income increased dramatically through 2007, which reported a per capita income of almost $35,000, an approximate 68% increase. This information is released annually.



Source: US Census Bureau - 2000

Click link for additional information

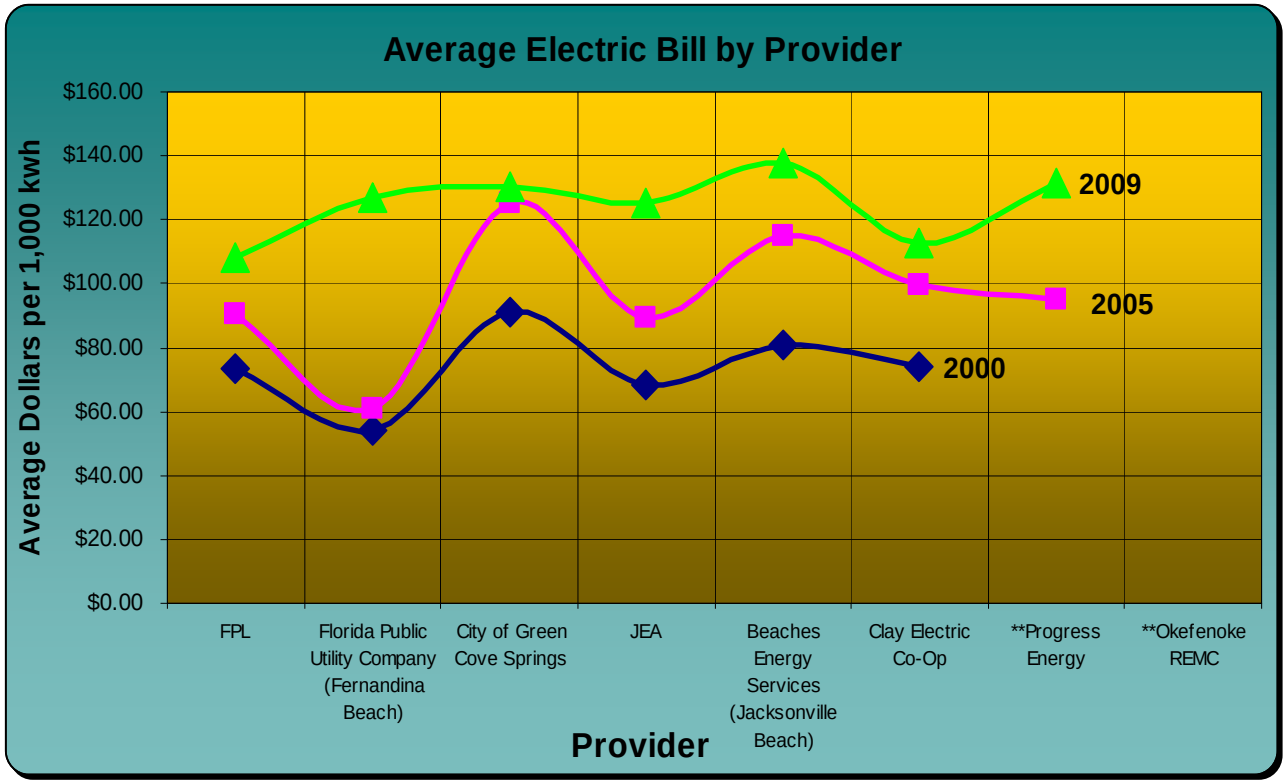
Florida Statistical Abstract – 2009,
Bureau of Economic and Business Research (BEBR)

www.census.gov

www.bebr.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. The line graph depicts years 2000, 2005 and 2009. The average monthly electric bill has increased substantially from the year 2000 to 2009. This data is released annually.

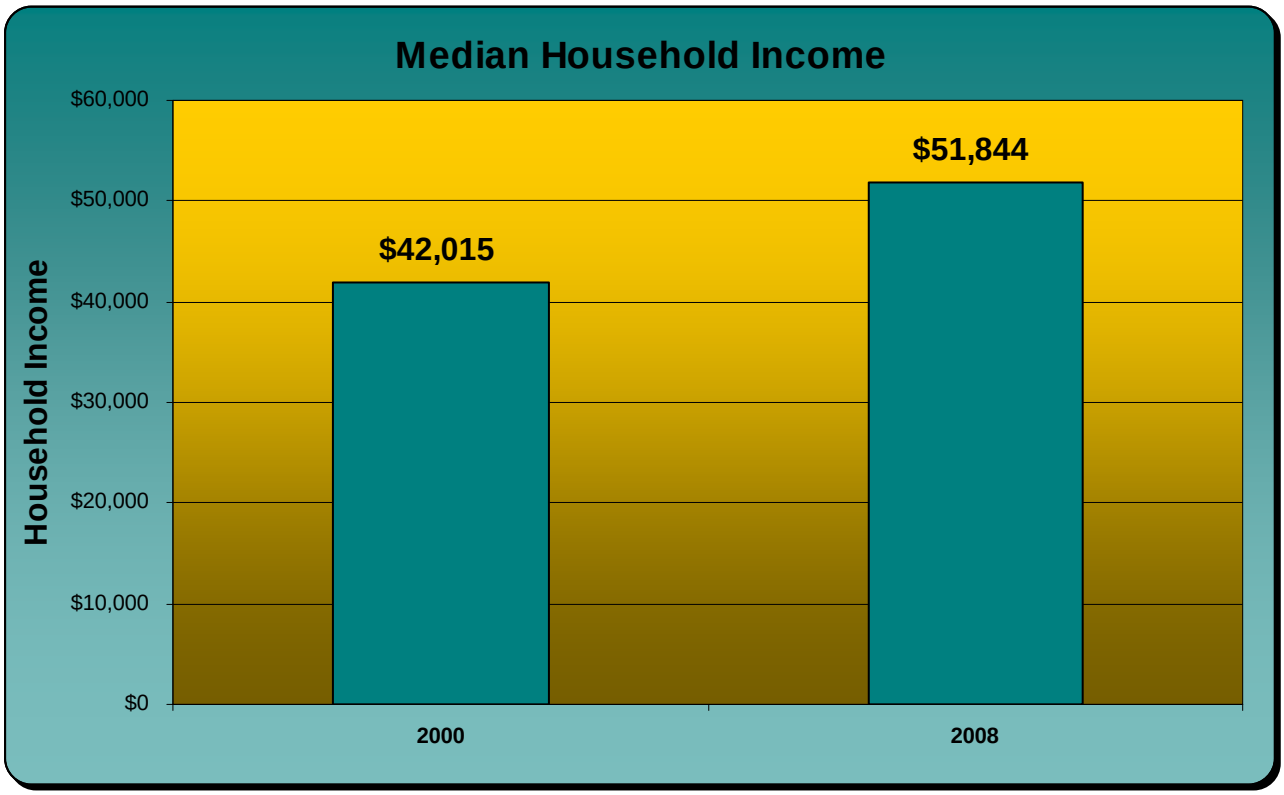


Source: Florida Public Service Commission, Comparative Rate Statistics

Click link for additional information www.psc.state.fl.us

Median Household Income

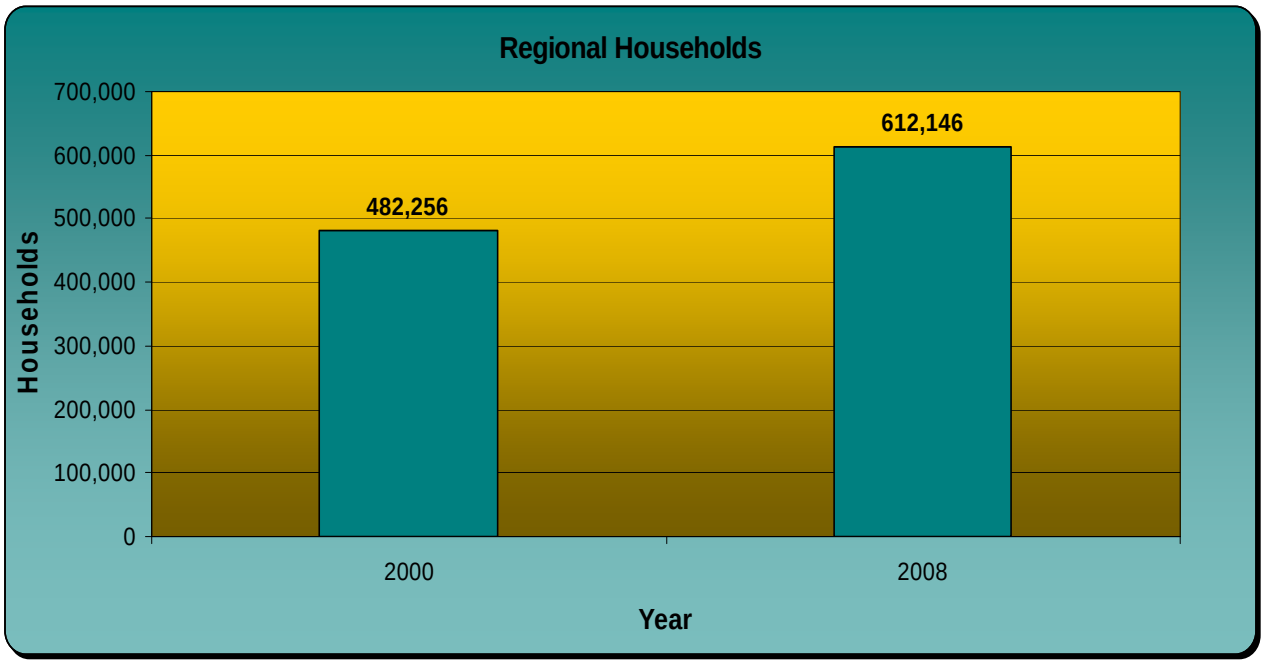
Household income is the monetary income of the householder and all other persons aged 15 and older in the household. The following bar graph indicates the median household income in the Region for the years 2000 and 2008. Median household income rose by nearly $10,000 over the 8 year time period. In 2008, median household income was $51,844, an approximate 23% increase from the year 2000. This information is published annually by the American Community Survey (ACS).



Source: US Census Bureau - 2000
Click link for additional information
American Community Survey - 2008
www.census.gov
www.census.gov/acs

Regional Households

The following bar graph indicates the total number of projected households within the Region for the years 2000 and 2008. The Region has experienced an approximate 27% growth in the total number of households over the time period. This information is published on an annual basis by the Shimberg Center for Housing Studies.

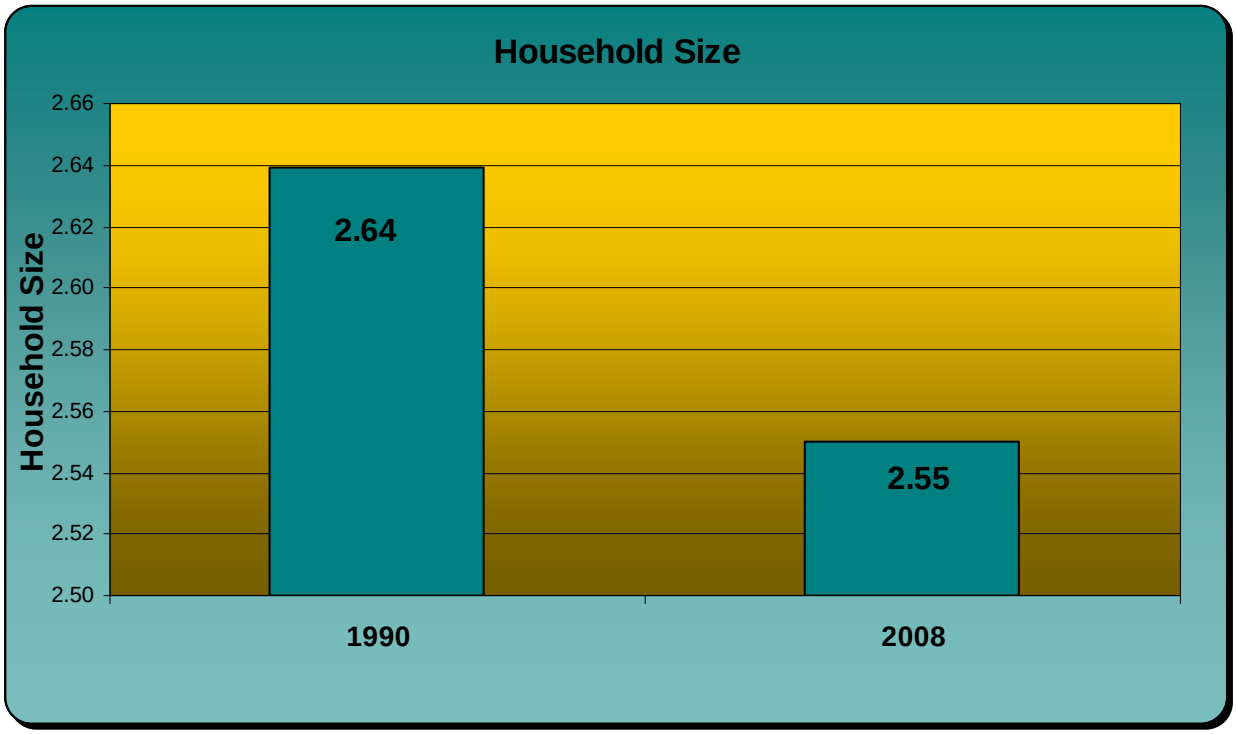


Source: Florida Housing Data Clearinghouse,
Shimberg Center for Housing Studies
www.shimberg.ufl.edu

Click link for add

Regional Household Size

The following bar graph represents the average household size throughout the Northeast Florida Region. This graph represents the years 1990 and 2008, and shows a slight decline in the average number of people per household. Information on household size is released annually by the Bureau of Economic and Business Research (BEBR) at the University of Florida.



Source: US Census Bureau - 2000

Click link for additional information

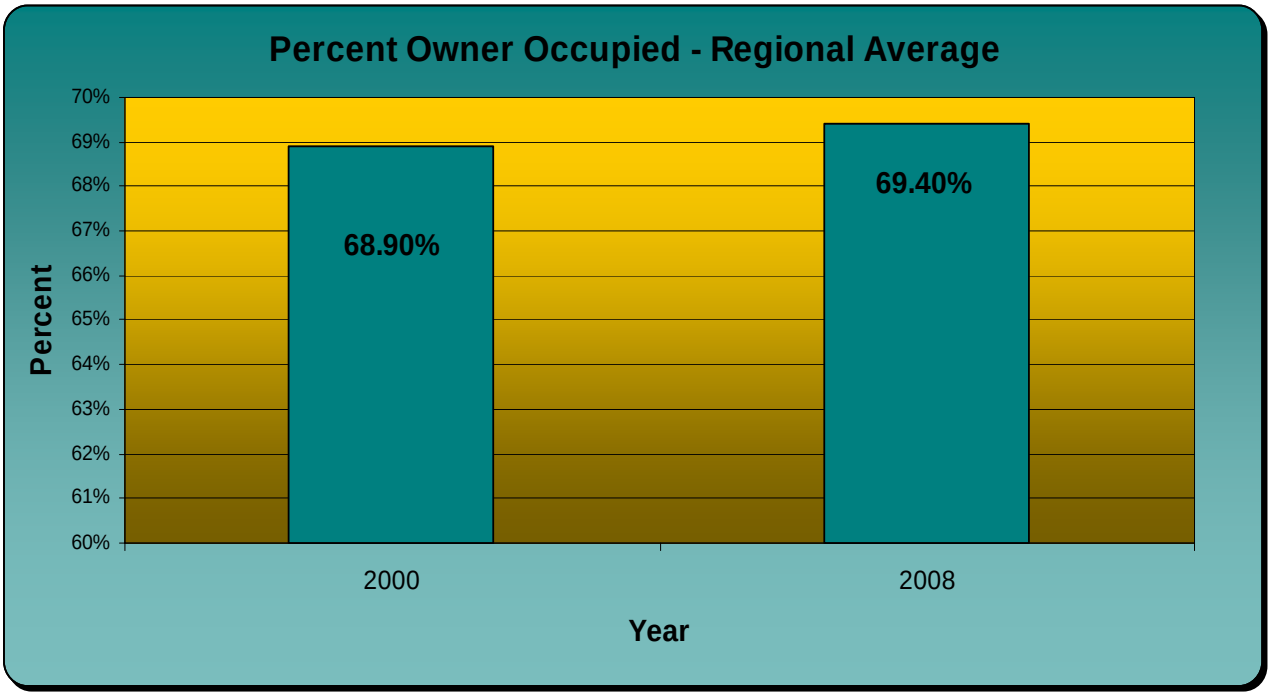
2009 Florida Statistical Abstract,
Bureau of Business and Economic Research (BEBR)

www.census.gov

www.bebr.ufl.edu

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 2008. Since 2000, the proportion of owner-occupied units has increased by one-half of a percent, from 68.9% to 69.4%. This information is published annually by ACS.



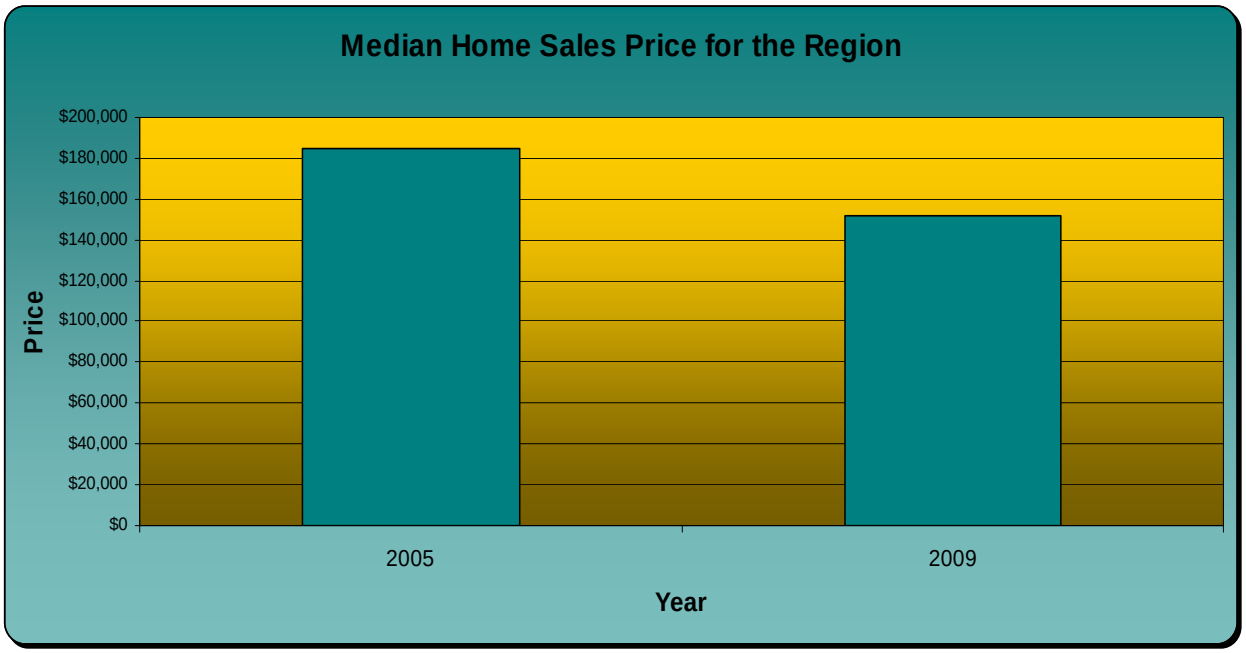
Source: 2000 – US Census Bureau
2008 – American Community Survey
www.census.gov
www.census.gov/acs

Click link for add

Median Home Sales Price Northeast Florida

Median home sales are an indicator of housing affordability as well as economic stability. The bar graph reveals median home sale prices for the years 2005 and 2009. The Region has experienced a decline in median home sales price over the given four year period. The median home sales price was $184,790 in 2005 and $152,000 in 2009, an approximate 18% decrease. This information is released annually.

The source for this information is the Northeast Florida Association of Realtors. They have included Baker, Clay, Duval, Nassau, Putnam and St. Johns Counties in their assessment. Data has been requested from the Flagler County Association of Realtors.



Source: Northeast Florida Association of Realtors

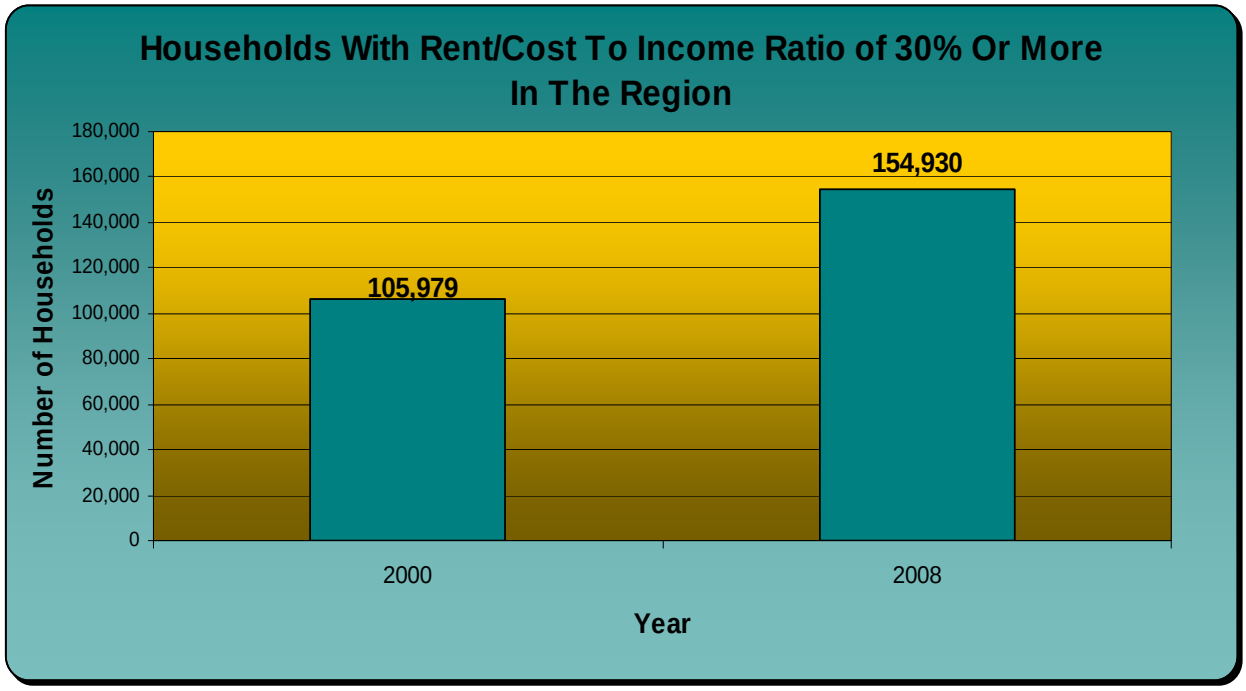
Click link for additional information

www.nefar.com

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 the 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 the 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 subsequent bar graph represents the total number of households within the Region that have a rent/cost to income ratio of 30% or greater. The Region has experienced a dramatic increase in households that pay 30% or greater of their gross income for rent or mortgage. In 2008, the number of cost-burdened households increased by approximately 46% from the year 2000. This information is released every five (5) years by the Shimberg Center for Housing Studies.



Source: Affordable Housing Needs Assessment 2005, Shimberg Center for Housing Studies
Florida Housing Data Clearinghouse 2010, Shimberg Center for Housing Studies
www.shimberg.ufl.edu

Click link for add

Cost Burden of Household by Income Level, 2000-2008

The table below denotes Area Median Income (AMI), total number of households within a given AMI and percent of total regional households affected for the years 2000 and 2008. Households at 30% or less of the AMI made $12,604 or less in 2000, and $15,553 or less in 2008. Although there has been an increase in total households that make less than 30% of the AMI, the proportion of regional households has dropped from 2000 to 2008. This information is released every five (5) years by the Shimberg Center for Housing Studies.

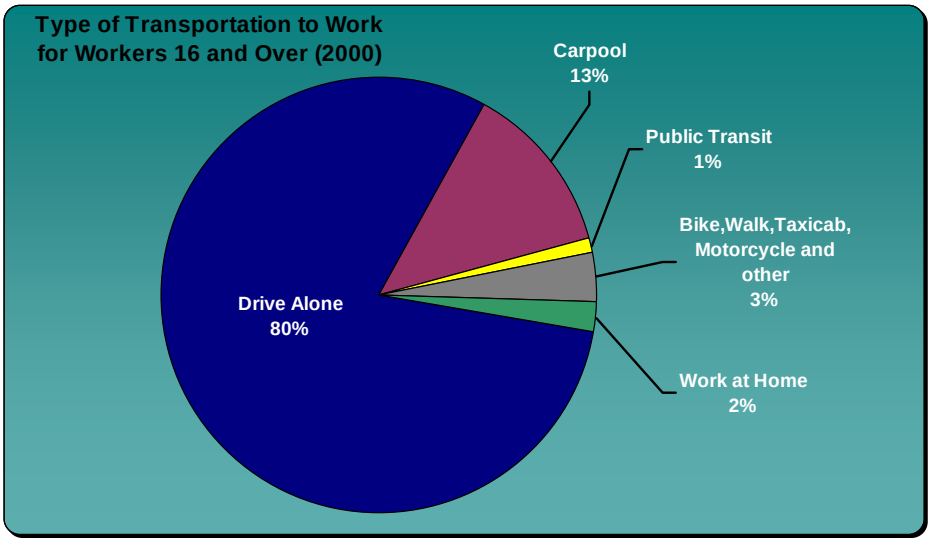
	2000		2008	
% of Income Spent on Housing	Households	% of Total Regional Households	Households	% of Total Regional Households
0 - 30% AMI	*Income less than $12,604*		*Income less than $15,553*	
<=30%	16,500	3.42%	20,424	3.34%
30.1-50%	7,810	1.62%	9,767	1.60%
>50%	27,323	5.67%	34,024	5.56%
30.1 - 50% AMI	*$12,605 - $21,007*		*$15,554 - $25,942*	
<=30%	19,424	4.03%	24,526	4.01%
30.1-50%	16,904	3.50%	16,545	2.70%
>50%	12,856	2.67%	20,925	3.42%
50.1 - 80% AMI	*$21,008 - $33,612*		*$25,943 - $41,475*	
<=30%	54,539	11.32%	68,525	11.19%
30.1-50%	25,347	5.26%	29,979	4.90%
>50%	7,128	1.48%	11,144	1.82%
80.1 - 120% AMI	*$33,613 - $50,418*		*$41,476 - $62,213*	
<=30%	87,241	18.11%	110,143	17.99%
30.1-50%	14,544	3.02%	17,159	2.80%
>50%	2,270	0.47%	4,701	0.77%

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

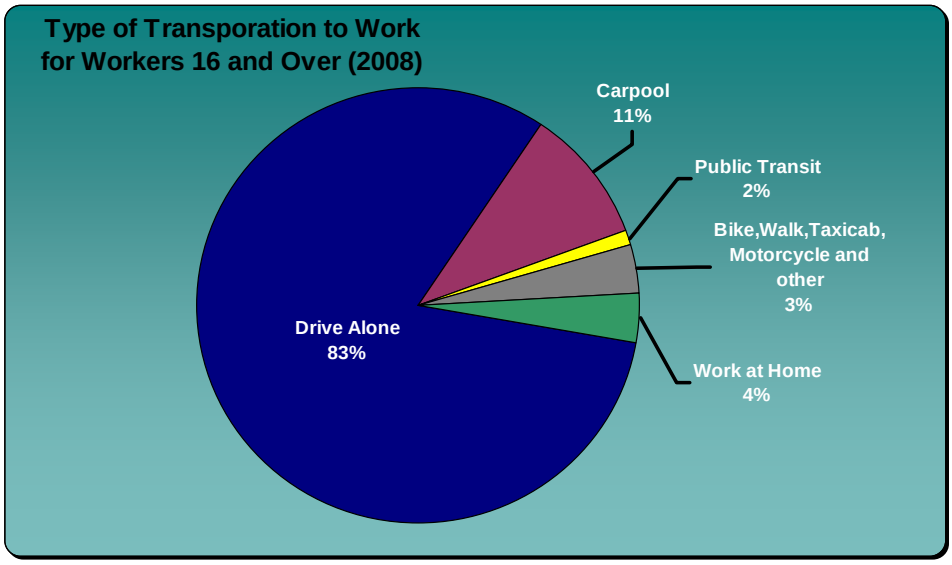
Type of Transportation to Work for Workers 16 and Over

The following two pie charts represent various types of transportation modes used by people traveling to their place of employment throughout the Region.

Two areas that have shown changes are the proportion of people that either carpool or work at home. In 2008, carpooling represented 10.8% of all transportation methods, a 2% decrease from the year 2000. The proportion of people that worked from home in 2008 was 3.6%, an increase from 2.3% in 2000. This information is published each Census, and periodically by the American Community Survey.



Source: US Census Bureau - 2000
Click link for additional information
www.census.gov

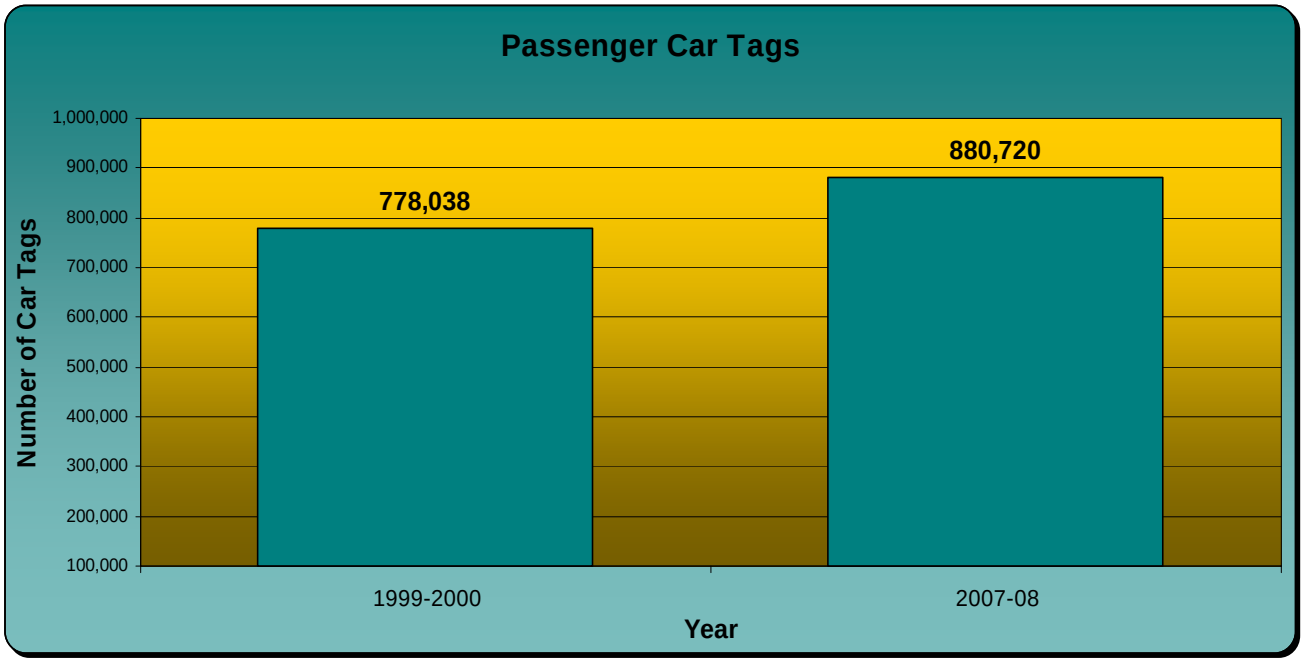


Source: American Community Survey - 2008
Click link for additional information
www.census.gov/acs

Passenger Car Tags

The graph depicts the total number of car tags sold within the Region for the fiscal years 1999-2000 and 2007-2008. A total of 880,720 car tags were sold in 2007-2008; a 13% increase from 1999-2000.

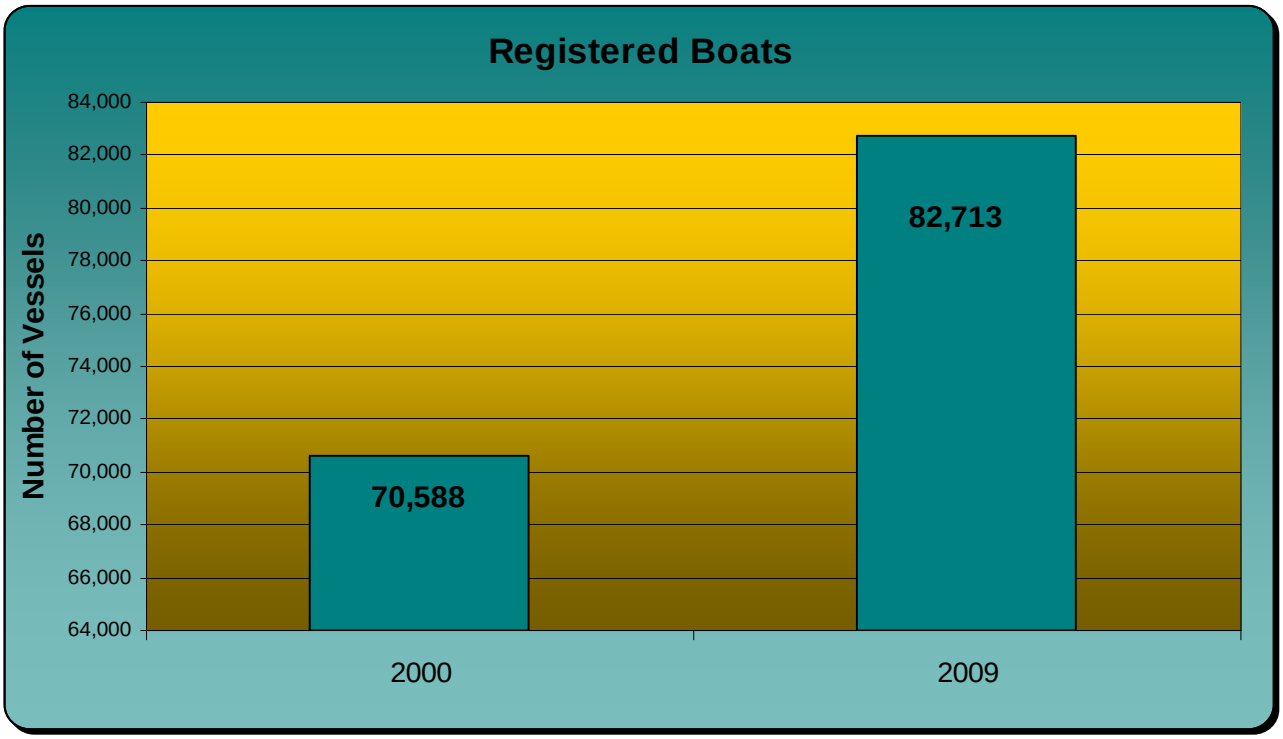
The source of this data is the Florida Department of Highway Safety and Motor Vehicle Revenue Report, which is incorporated and published annually by the Bureau of Economic and Business Research (BEBR) at the University of Florida.



Source: Florida Statistical Abstract 2001 & 2009,
Click link for additional information
Bureau of Economic and Business Research (BEBR)
www.bebr.ufl.edu

Registered Boats

The bar graph represents the total number of registered boats in the Region for the years 2000 and 2009. In 2009, there were 82,713 registered boats, which was an increase of approximately 17% from the year 2000. This information is released annually.



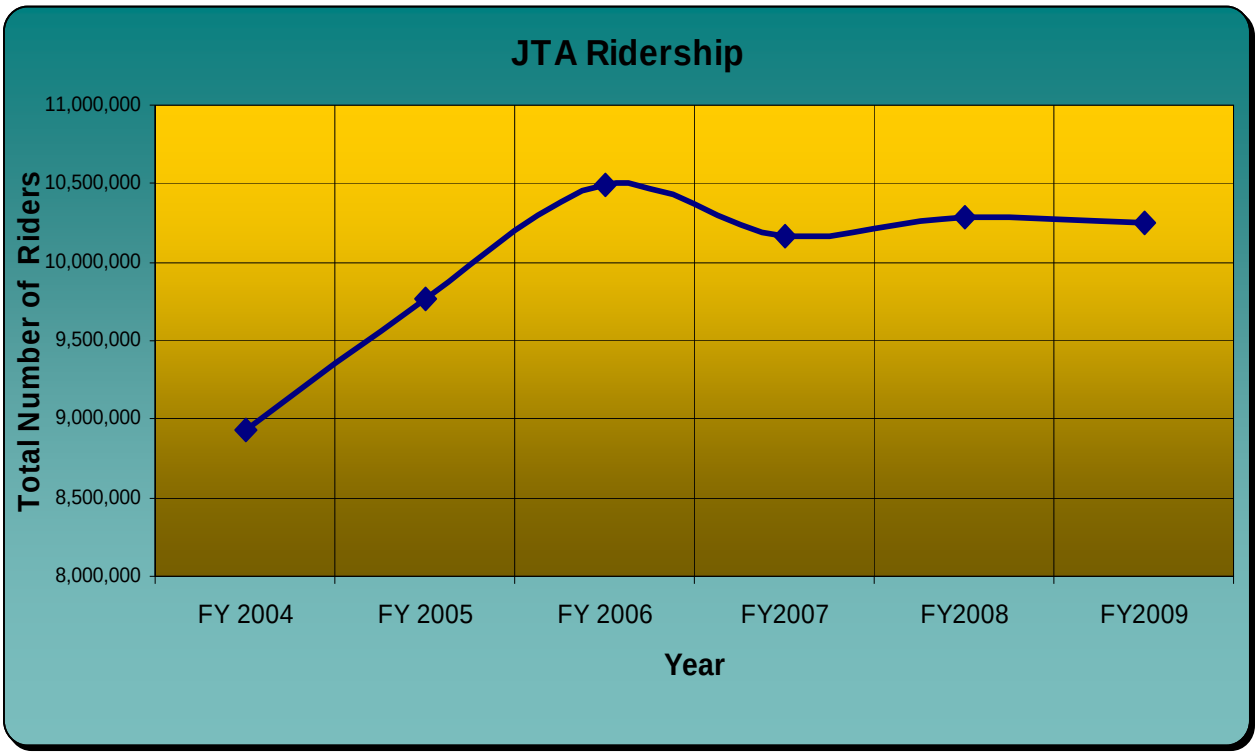
Source: Florida Department of Highway Safety and Motor Vehicles

Click link for additional information

www.flhsmv.gov/dmv/vslfacts.html

JTA Bus System Ridership

The following line graph shows the total number of riders of Jacksonville Transit Authority's (JTA) operated services. These ridership numbers include shuttle, commuter shuttles, express routes, inter-county shuttle and ride requests for the fiscal years 2004 through 2009. Total ridership peaked in 2006 with 10,489,396 riders, and has remained steady at just over 10,000,000 riders annually. This data is available annually.



Source: JTA 2010

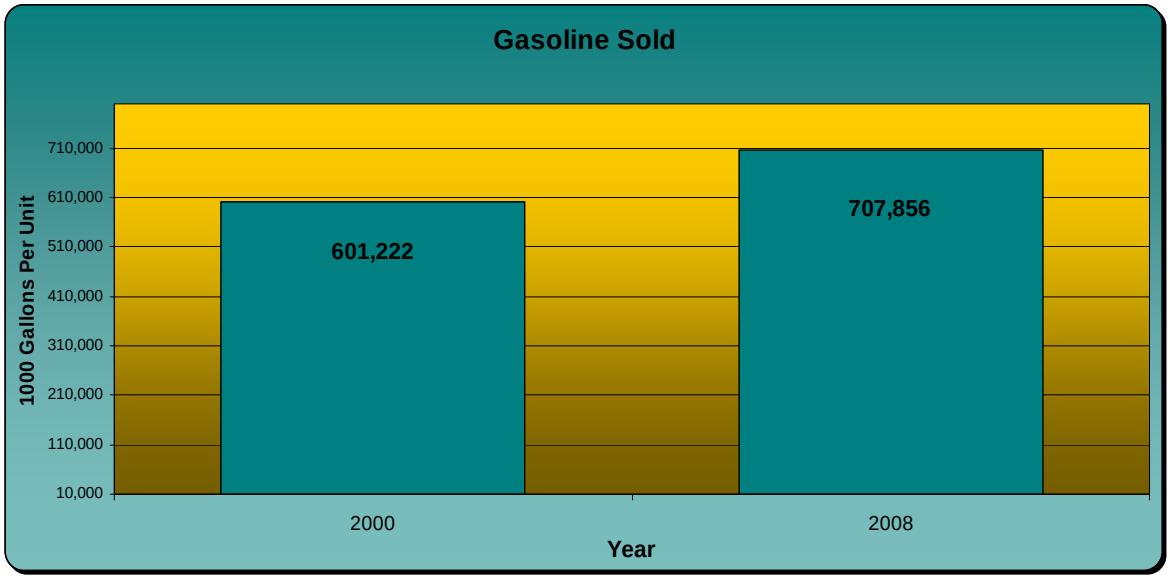
Click link for additional information

www.jtafla.com

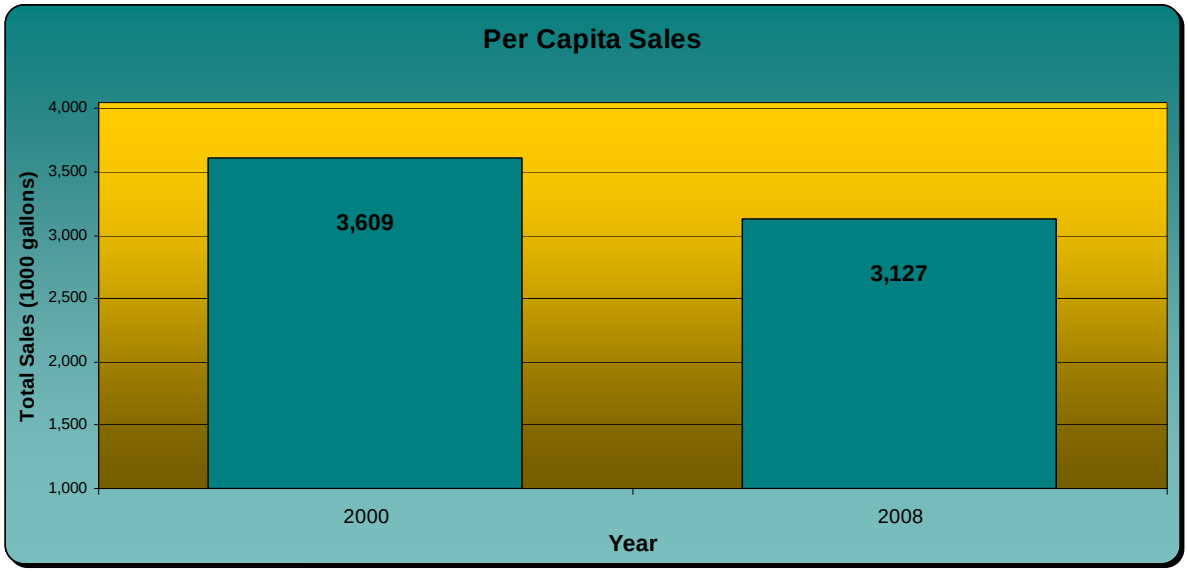
Gasoline Sold; Total Sales & Per Capita (1,000 gallons per unit)

The first table represents the total number of gallons of gasoline (in thousands) sold throughout the Region in the years 2000 and 2008. The total number of gallons sold has increased by approximately 18%.

The second table highlights the per capita sales of gasoline (in thousands of gallons) throughout the Region in 2000 and 2008. Although the total gallons sold have increased, the per capita gallons sold have decreased by approximately 14%. These numbers are released annually by the Bureau of Economic and Business Research (BEBR) at the University of Florida.



Source: Florida Statistical Abstract 2009
Click link for additional information
Bureau of Business and Economic Research (BEBR)
www.bebr.ufl.edu

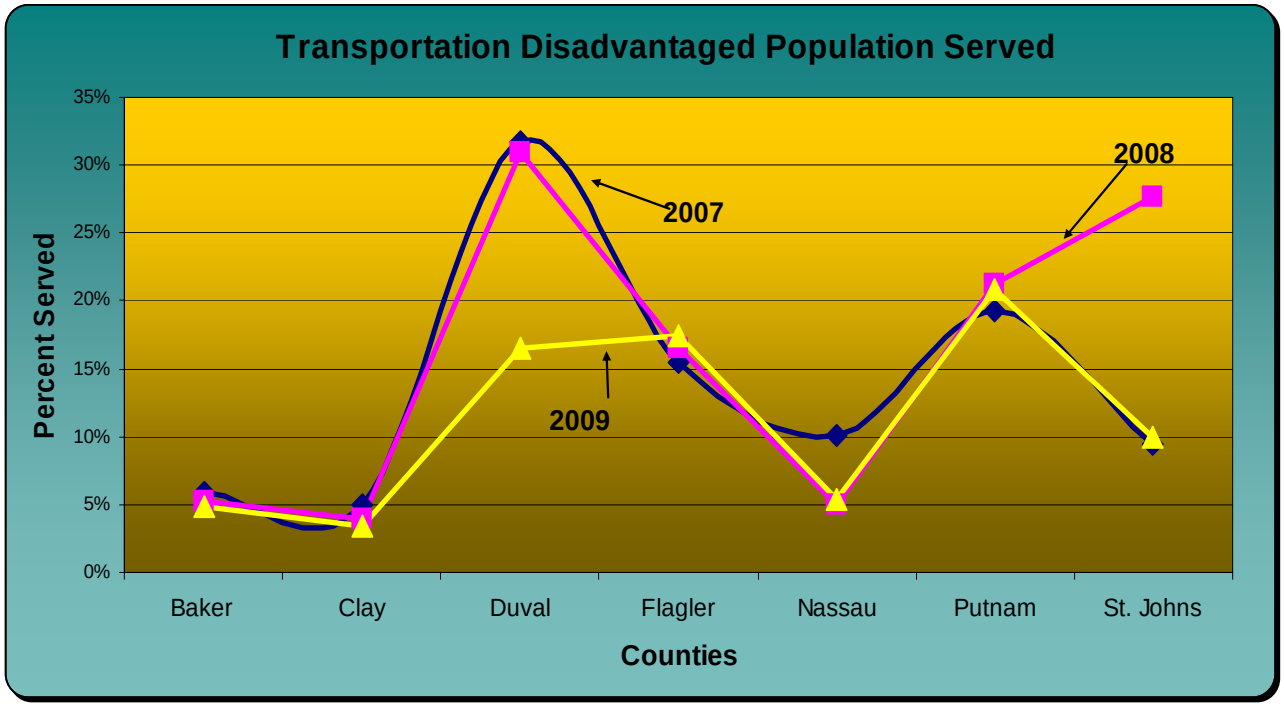


Source: Florida Statistical Abstract 2009,
Click link for additional information
Bureau of Business and Economic Research (BEBR)
www.bebr.ufl.edu

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 2007, 2008 and 2009.

Baker County, Clay County, Flagler County and Putnam County continued to serve approximately the same proportion of transportation disadvantaged in 2009 as they did in 2008 and 2007. Nassau County experienced a slight decrease in transportation disadvantaged population served. Duval and St. Johns Counties show a sharp reduction in the proportion of transportation disadvantaged served in 2009, 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 2007 to 2009. This data is published annually.



Source: Transportation Disadvantaged Commission Annual Report
Click link for additional information
www.dot.state.fl.us/CTD/

US Port Rankings by Twenty-Foot Equivalent Units (TEUs)

The table below lists the rankings of region-wide deep water ports as compared to other deep-water ports in the Southeast United States. In 2000, the Region had two of the top 50 deep water ports. As of 2008, Jacksonville was the only deep water port to remain in the top 50. This data is released annually.

Port	2000	2008
Savannah	11	4
Charleston	6	11

Port Everglades	14	13
Miami	12	14
Jacksonville	**13**	**15**
Palm Beach	20	21
New Orleans	19	22
Panama City	not w/in top 50	35
Tampa	42	36
Ft. Pierce	not w/in top 50	40
Fernandina	**34**	**not w/in top 50**

Source: American Association of Port Authorities
www.aapa-ports.org

Regional Facility: JAXPORT Cargo Statistics

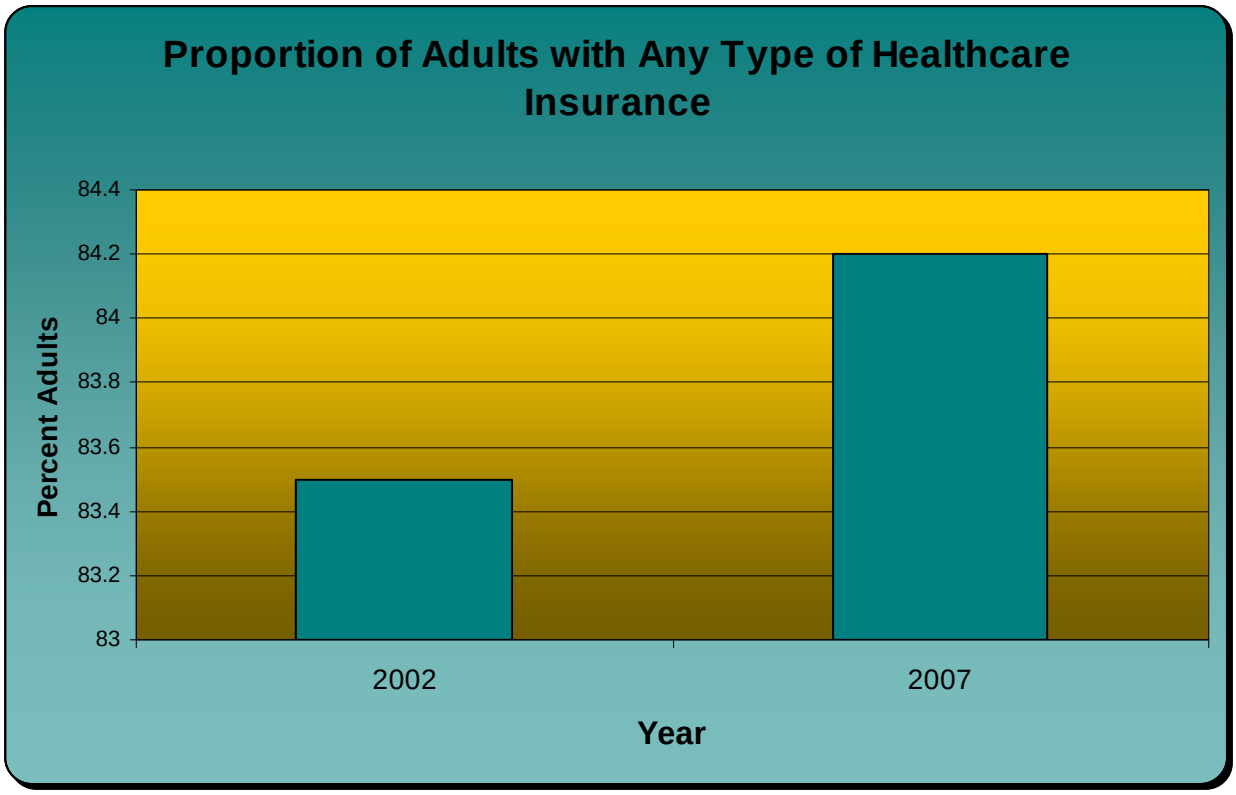
The table below lists several characteristics associated to cargo that flows through JAXPORT's. The table includes the total number of vessels, related tonnage of products, and total units of containers and automobiles from the 2005 through 2009 fiscal year. JAXPORT has experienced growth in vessels called, but has seen a reduction in overall tonnage and container/automobile units. This information is released annually.

Measure	Port Statistics	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Number	Vessel Calls	1,635	1,799	1,800	1,827	1,765
Tonnage	Containerized	4,167,382	4,075,907	3,638,715	3,600,716	3,894,595
Tonnage	Break-bulk	806,951	1,212,917	1,161,775	952,553	774,765
Tonnage	Bulk	2,388,706	2,203,249	2,252,900	2,475,868	1,697,080
Tonnage	Automobiles	1,085,616	1,204,470	1,255,811	1,366,373	915,523
Tonnage	Total	8,448,655	8,696,543	8,309,201	8,395,510	7,281,963
Units	Containers (TEUs)	777,318	768,239	710,073	697,494	754,352
Units	Automobiles	544,336	609,967	614,647	656,805	419,691

Source: JAXPORT's 2010
www.jaxport.com/sea/g_stats.cfm

Proportion of Adults with Any Type of Healthcare Insurance

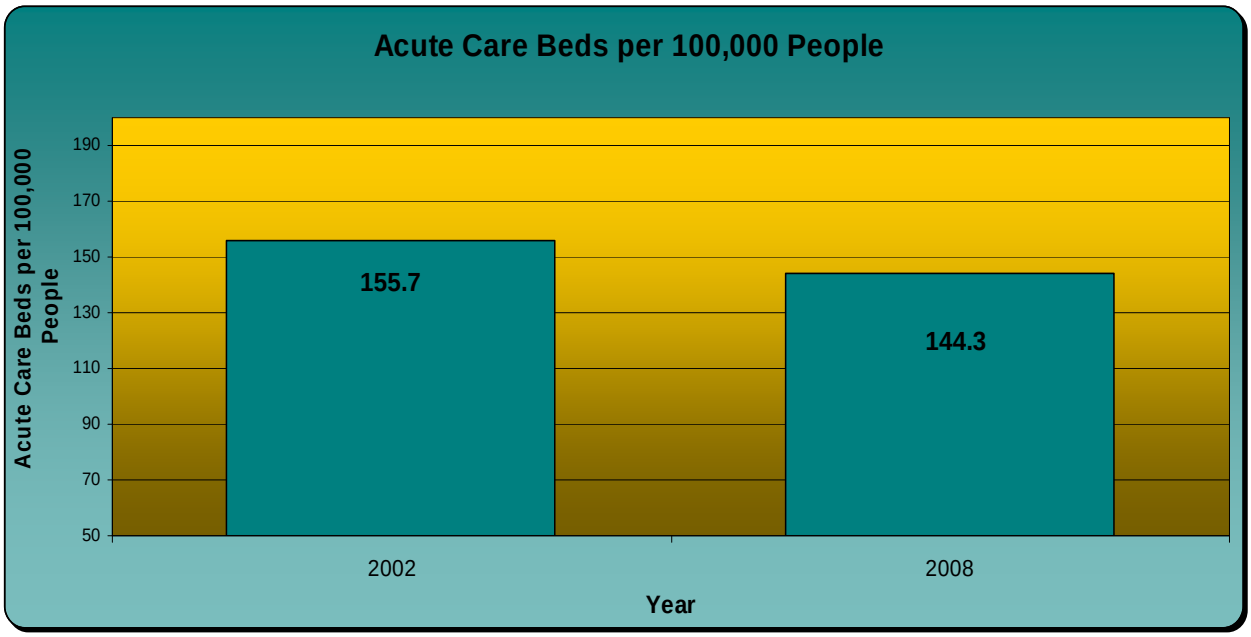
The following graph shows the proportion of adults within the Northeast Florida Region who had any form of healthcare insurance for the years 2002 and 2007. In 2007, 84.2% of adults living in the Region had a form of healthcare insurance. This is a slight increase from insured adults in 2002. This information is released every five (5) years.



Source: Florida CHARTS, Florida Department of Health
Click link for additional information
www.doh.state.fl.us

Acute Care Beds per 100,000 People

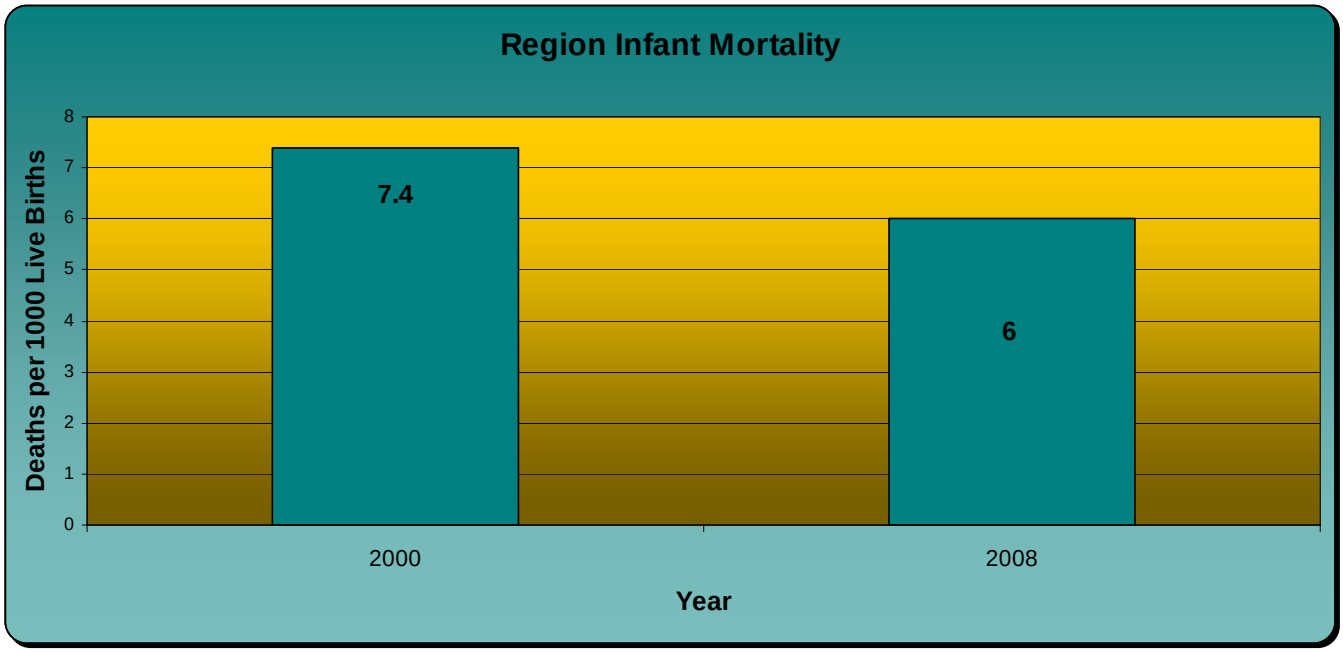
This indicator is the number of acute care or traditional hospital beds per 100,000 people. In 2002, there were approximately 156 acute care beds per 100,000 people. This number dropped to approximately 144 acute care beds per 100,000 people in 2008, a decline of over 7%. This data is released every five (5) years.



Source: Florida Department of Health,
Click link for additional information
Office of Health Statistics and Assessment
www.doh.state.fl.us

Total Infant Mortality (deaths per 1,000 live births)

Infant Mortality is measured as the number of deaths in the first year of life per 1,000 live births. The following bar graph depicts regional infant mortality for the years 2000 and 2008. In 2008, infant mortality dropped to 6 deaths per 1,000 live births, a 19% decrease from the year 2000. This information is released annually.



Source: Florida Department of Health,
Office of Health Statistics and Assessment
www.doh.state.fl.us

Click link for add

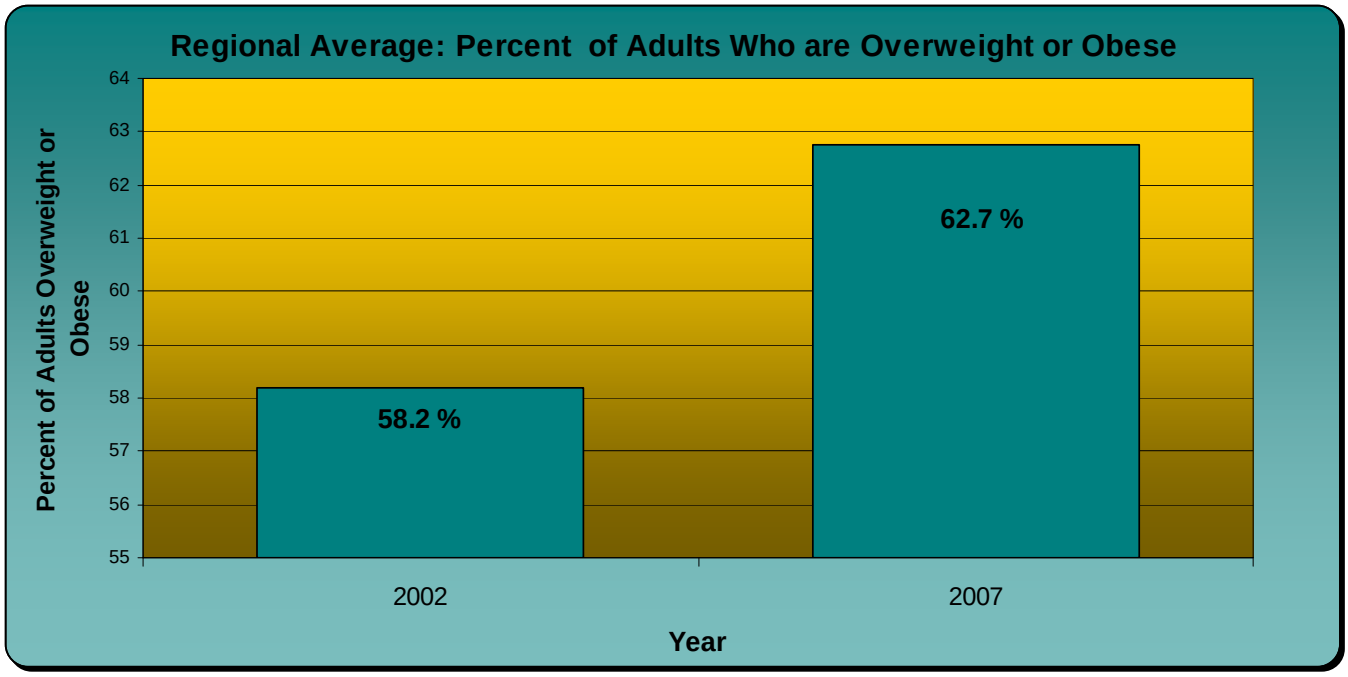
Percent of Adults Who Are Overweight or Obese

The following three bar graphs represent obese or overweight adults, adults with diabetes, and proportion of adults who meet daily moderate physical activity recommendations.

Persons who are overweight or obese are predisposed to a myriad of related health problems, including diabetes and heart disease. These conditions contribute to increased health care costs, decreased productivity and decreased quality of life.

The base years for these graphs are 2002 and 2007. This data is released every five (5) years.

The proportion of adults who are overweight or obese has increased by 4.5% from 2002 to 2007. In 2007, approximately 63% of all adults in the Region were categorized as being overweight or obese.

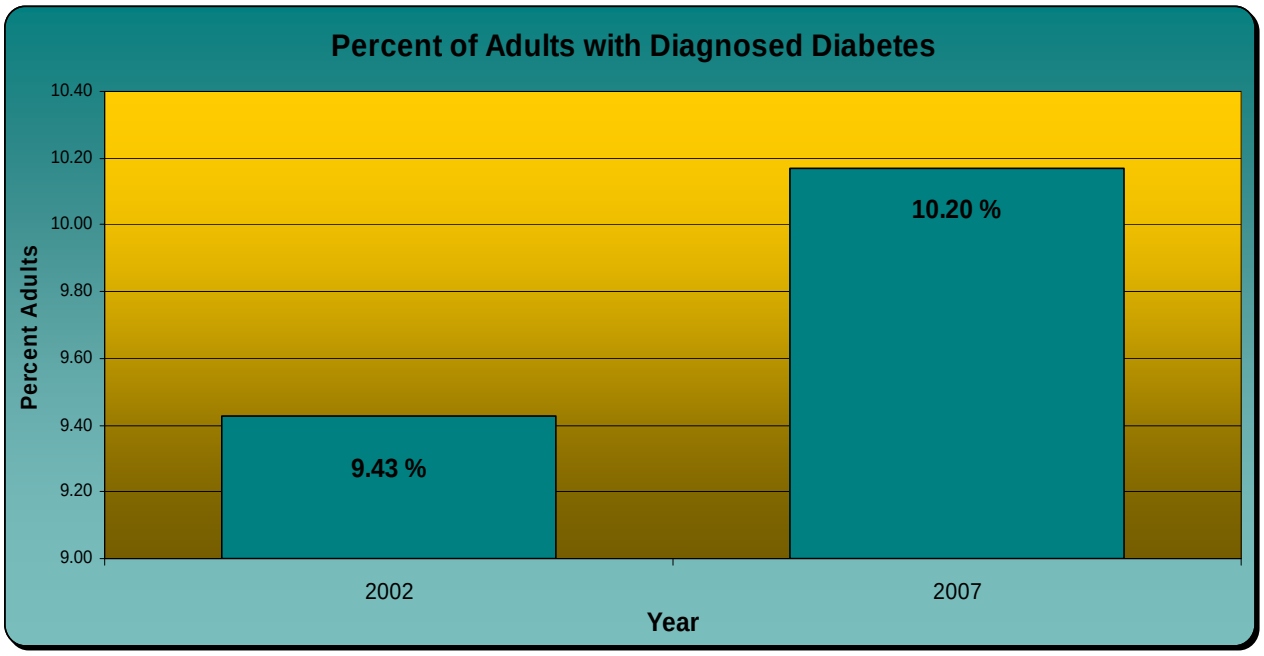


Source: Florida Department of Health,
Office of Health Statistics and Assessment
www.doh.state.fl.us

Click link for add

Percent of Adults with Diagnosed Diabetes

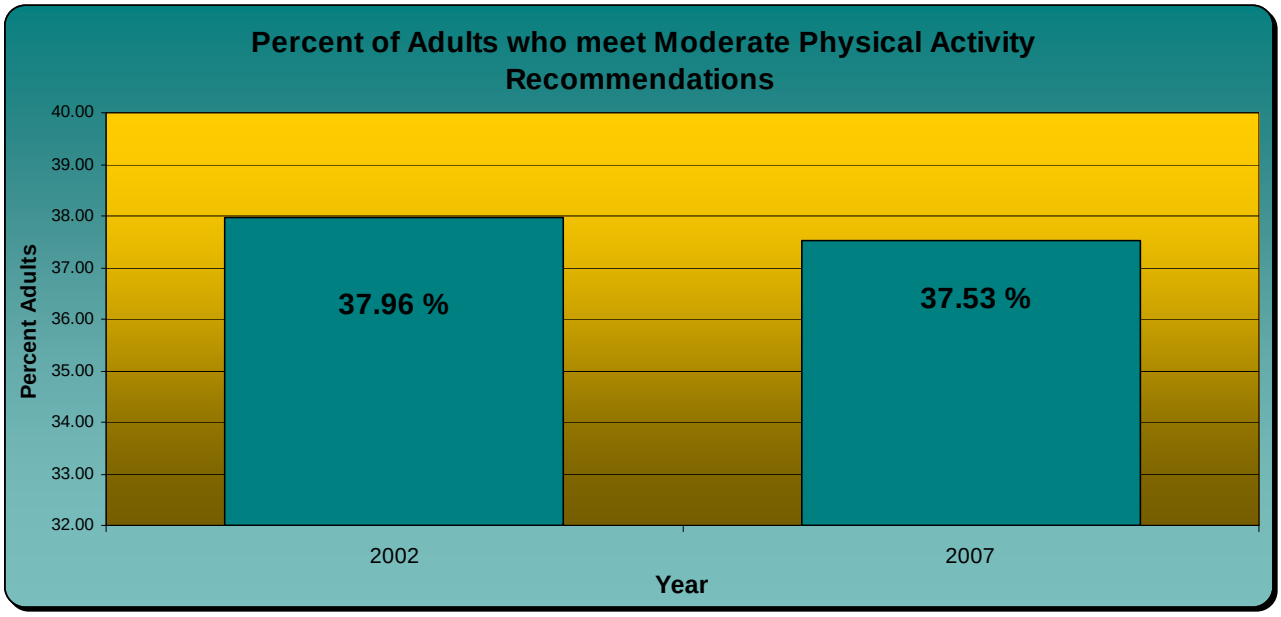
This bar graph shows the proportion of adults diagnosed with diabetes as a regional average. Just as obesity rates have increased, so has the proportion of adults diagnosed with diabetes. As of 2007, 10.2% of all adults in the region have been diagnosed with diabetes. This is approximately an 8% increase from the year 2002. This data is released every five (5) years.



Source: Florida Department of Health,
Click link for additional information
Office of Health Statistics and Assessment
www.doh.state.fl.us

Percent of Adults who meet Moderate Physical Activity Recommendations

This bar graph shows the proportion of adults who meet the recommendations for moderate physical activity. Regionally, there has been a slight decline in the proportion of adults who meet these physical activity recommendations. This data is released every five (5) years.



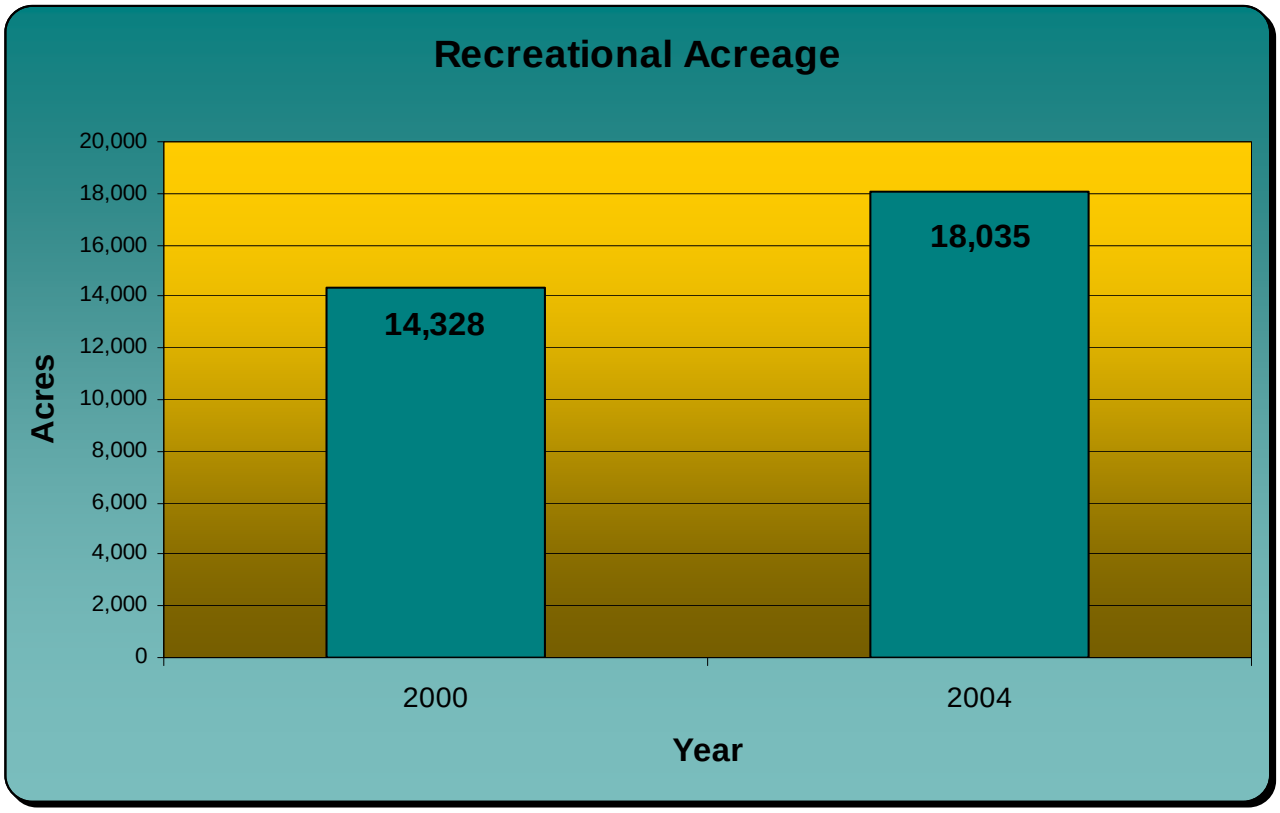
Source: Florida Department of Health,
Click link for additional information
Office of Health Statistics and Assessment
www.doh.state.fl.us

Recreational Acreage

The next graph shows the Regions recreational acreage for the years 2000 and 2004, the most recent Geographic Information Systems (GIS) files. Updates are conducted on an as needed basis by the St. Johns River Water Management District (SJRWMD).

In 2004, regional recreational acreage increased to 18,035 acres.

Recreational acreage is comprised of swimming beaches, golf courses, racetracks, parks and zoos, marine and fish camps, community recreation facilities, stadiums and other recreation facilities not associated with universities/colleges and schools.



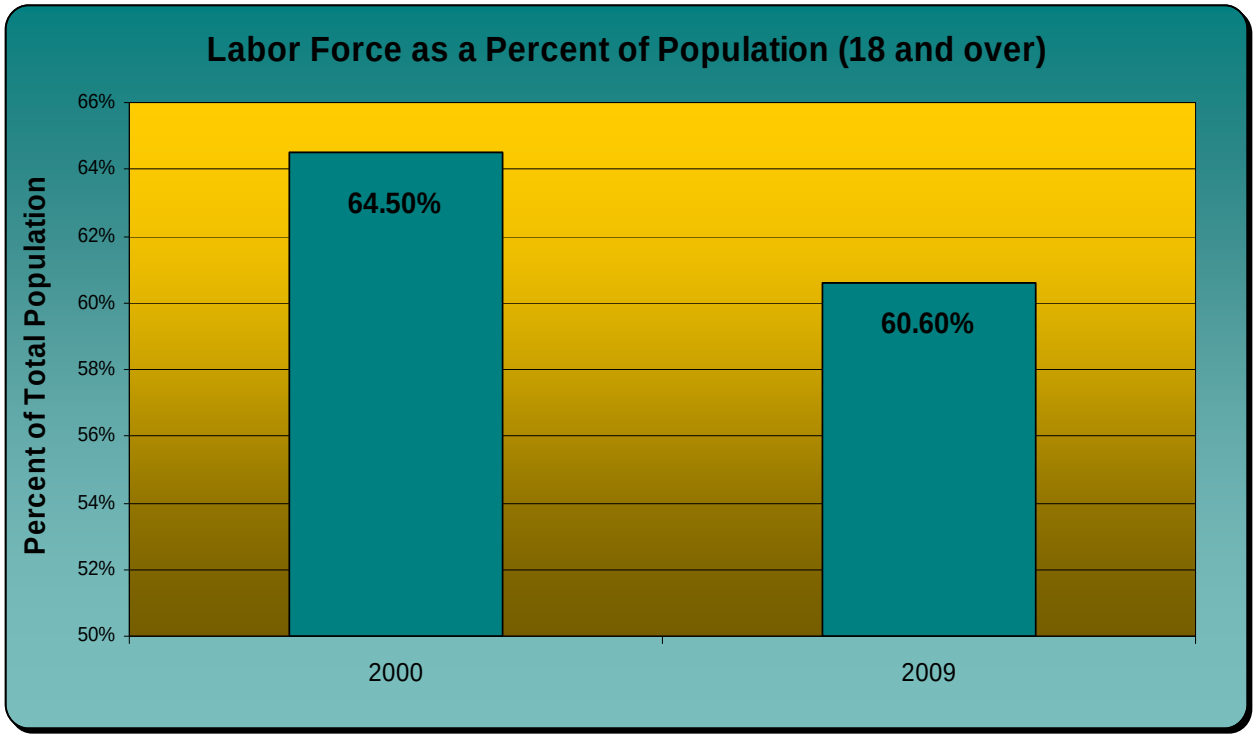
Source: SJRWMD/ LULC

Click link for additional information

www.sjrwmd.com

Labor Force as Percent of Population (18 and over)

This bar graph illustrates the labor force as a proportion of the population. This includes employed and unemployed as a percentage of the total population. In 2000, the proportion of regional population that participated in the labor force was 64.5%, and diminished to 60.6% in 2009. This information is released annually.



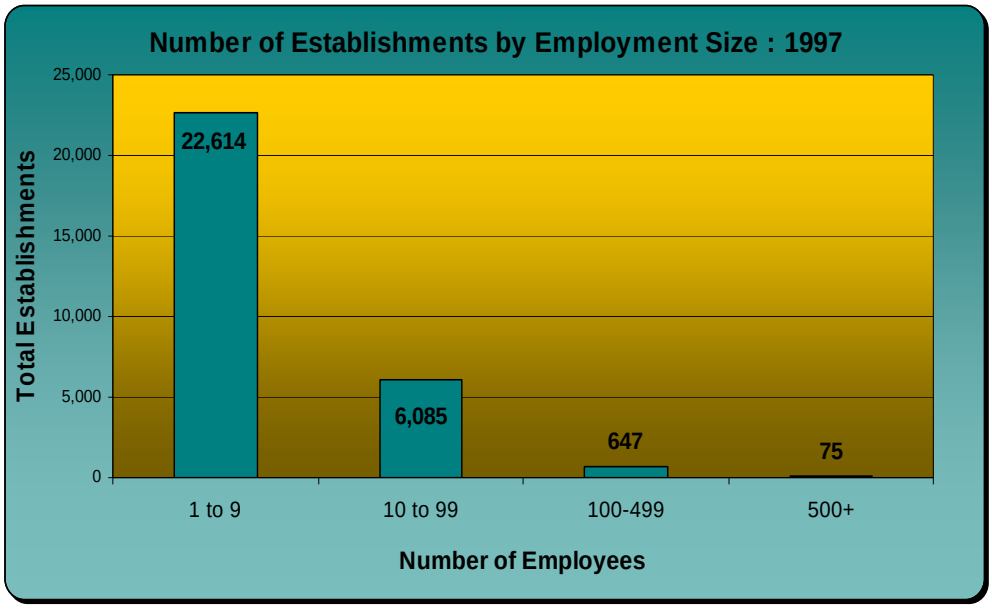
Source: Bureau of Labor Statistics
additional information
www.bls.gov

Click link for

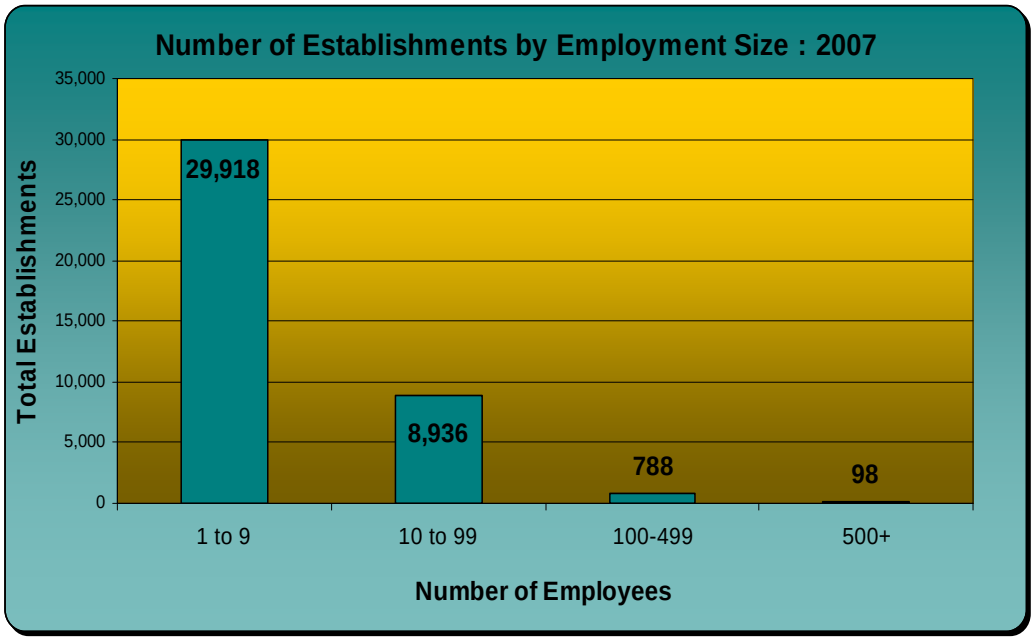
Number of Establishments by Employment Size

The following two tables indicate the number of companies and corporations within the Region, segregated by employee size. The first graph represents the year 1997, while the second graph represents the year 2007.

In 2007, each of the segregated employment categories increased when compared to 1997 data. The most significant increase was attributed to regional establishments that have between 10 and 99 employees. This establishment category grew by 32% over the 10 year period highlighted. This data is updated annually.



Source: US Census, Censtats
Click link for additional information
www.census.gov



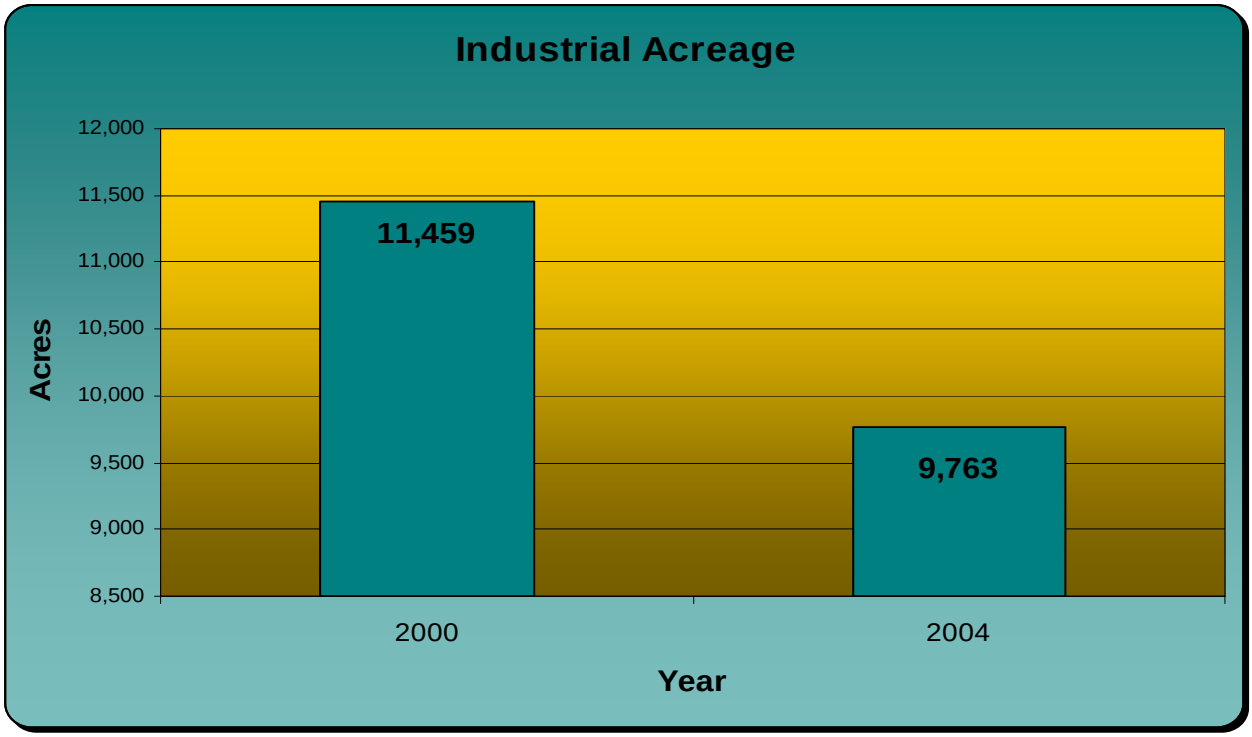
Source: US Census, Censtats
Click link for additional information
www.census.gov

Acreage by Land Use Type

The next two graphs show the Regions acreage by land use type for the years 2000 and 2004, the most recent Geographic Information Systems (GIS) files. The two land use types highlighted in the graphs are industrial acreage and agricultural acreage. Updates are conducted on an as needed basis by the St. Johns River Water Management District (SJRWMD).

Industrial Acreage

In 2004, the Regions industrial acreage decreased to 9,763 acres.



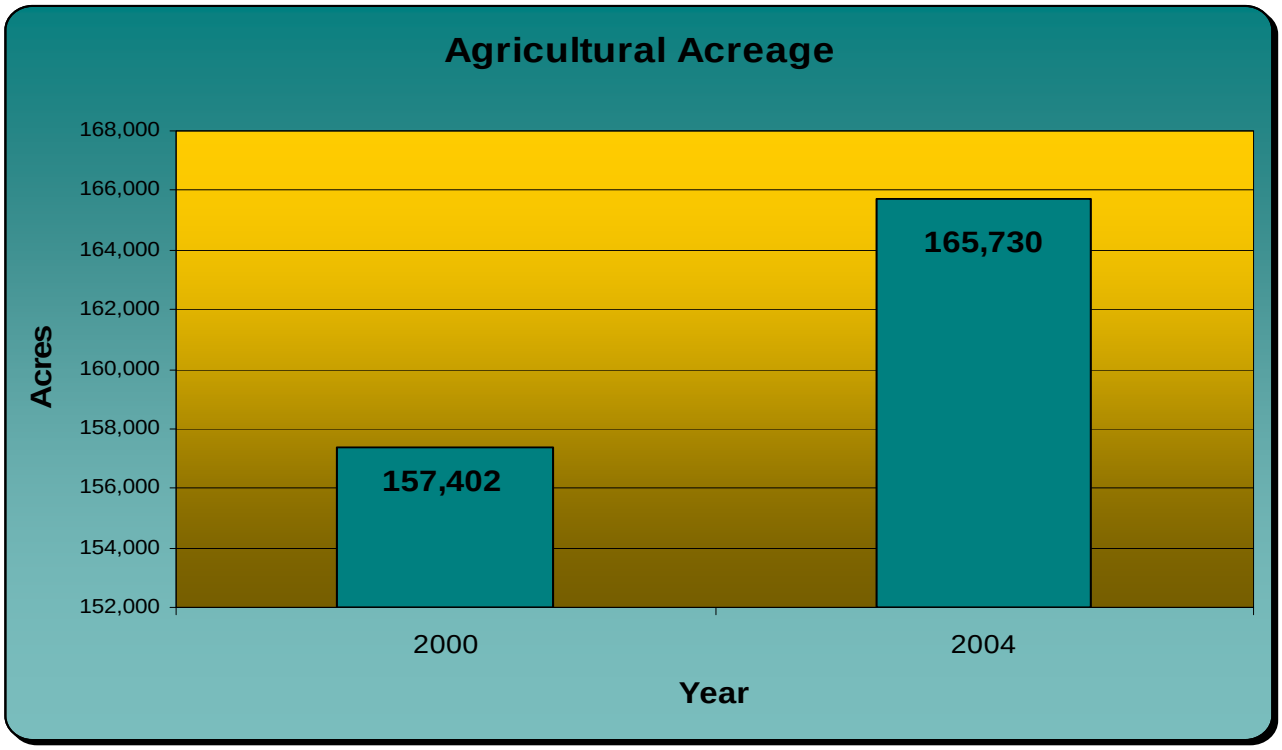
Source: SJRWMD/ LULC

Click link for additional information

www.sjrwmd.com

Agricultural Acreage

In 2004, regional agricultural acreage increased to 165,730 acres. This category excludes silviculture lands.



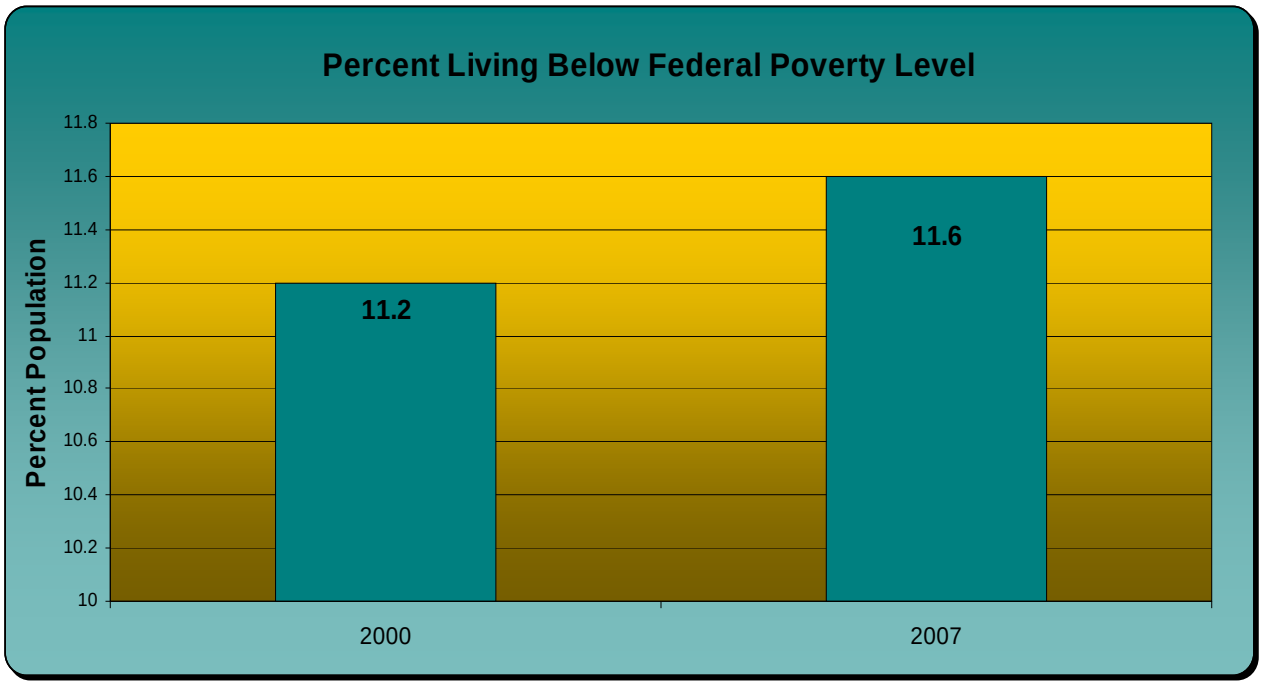
Source: SJRWMD/ LULC

Click link for additional information

www.sjrwmd.com

Percent Population Living Below Federally Defined Poverty Level

The bar graph depicts the proportion of regional population living below the federally defined poverty level. In 2007, the federally defined poverty level was $20,650 for a family of 4. Additionally, 11.6% of the regional population was living below the federally defined poverty level in 2007, a slight increase from 2000. This information is released annually by the American Community Survey.



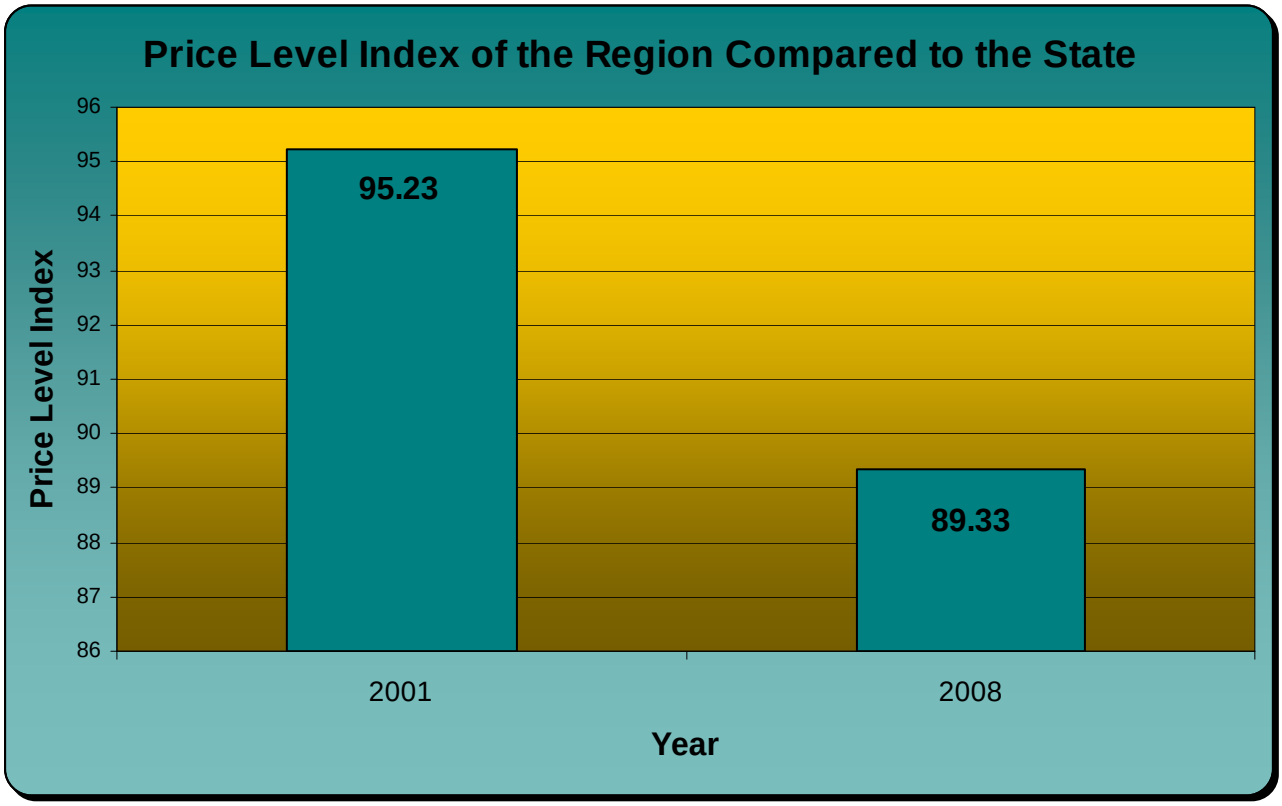
Source: US Census Bureau - 2000
Click link for additional information
American Community Survey - 2007
www.census.gov
www.census.gov/acs

Price Level Index (Florida = 100)

The Price Level Index (PLI) is a measure of relative living costs. The bar graph displays the PLI for the Region when compared to the State. The State = 100.

In 2001, the relative living cost within the Region was 95.23. This was within 5% of the State average living costs.

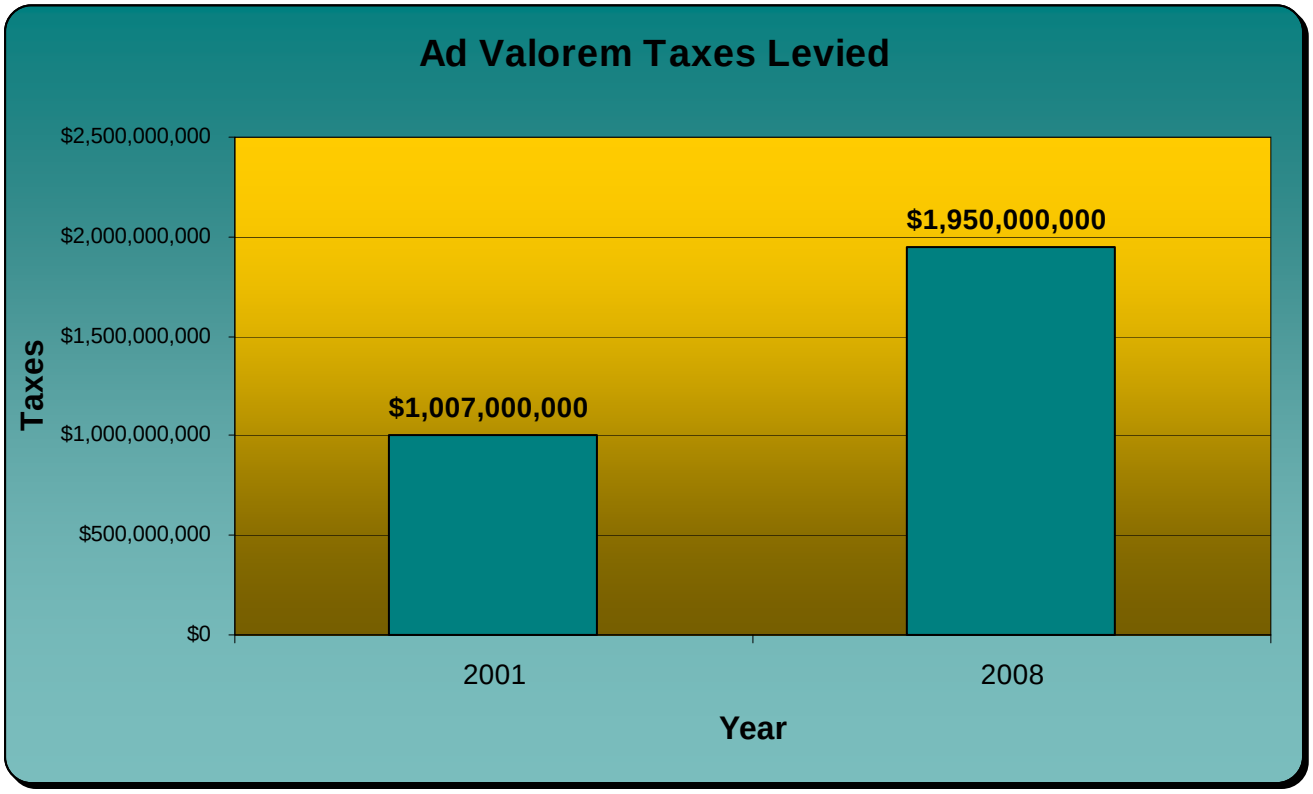
In 2008, the relative living costs dropped when compared to the average living costs in the State. It is less expensive to live in the Northeast Florida Region when compared to average living costs throughout the State. This information is published annually by the Bureau of Economic and business Research.



Source: Florida Statistical Abstract,
Click link for additional information
Bureau of Economic and Business Research (BEBR)
www.bebr.ufl.edu

Total Ad Valorem Taxes Levied

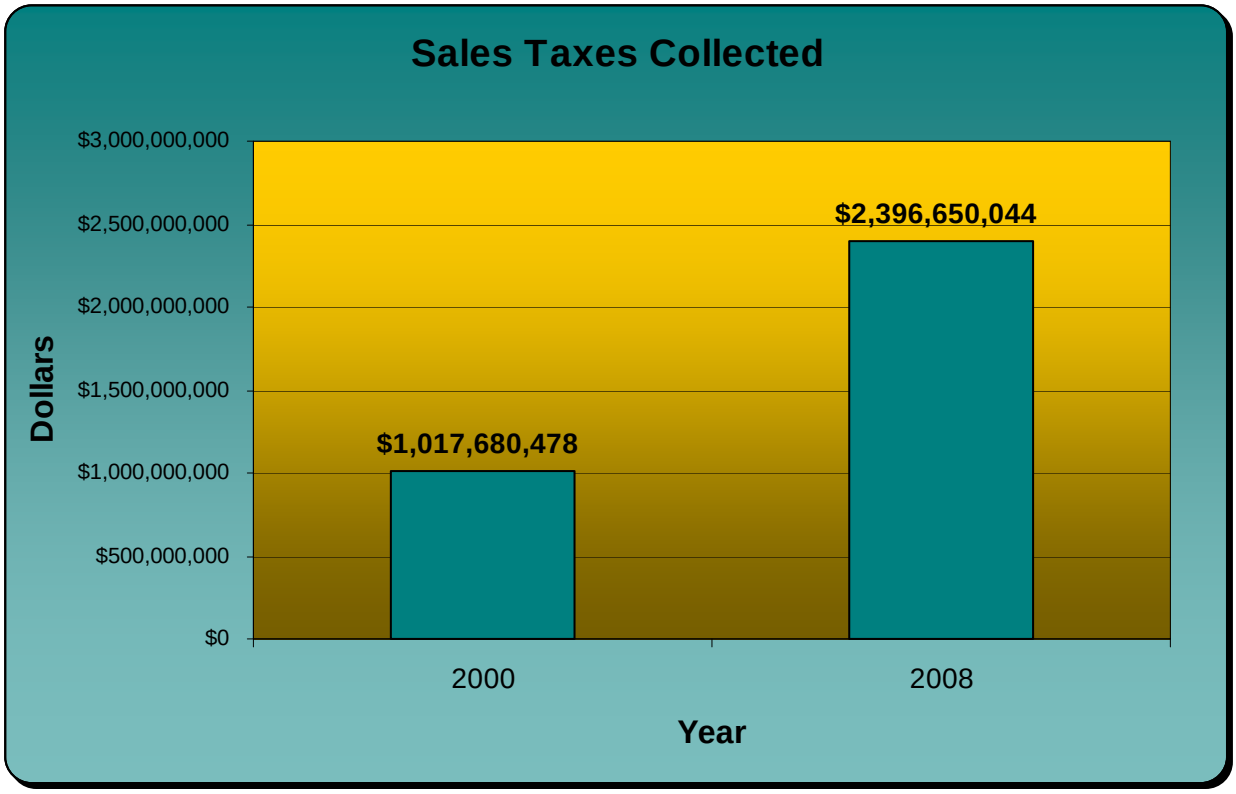
The bar graph shows *ad valorem* taxes for real property levied in the years 2001 and 2008. In 2008, *ad valorem* taxes levied in the Region totaled $1.95 billion dollars. This information is published annually by the Bureau of Economic and Business Research (BEBR).



Source: Florida Statistical Abstract,
Click link for additional information
Bureau of Economic and Business Research (BEBR)
www.bebr.ufl.edu

Sales Taxes Collected

The bar graph shows the total amount of sales taxes collected in the Region for the years 2000 and 2008. In 2008, the Region collected approximately $2.4 billion dollars in sales taxes.This information is released annually.



Source: Florida Department of Revenue

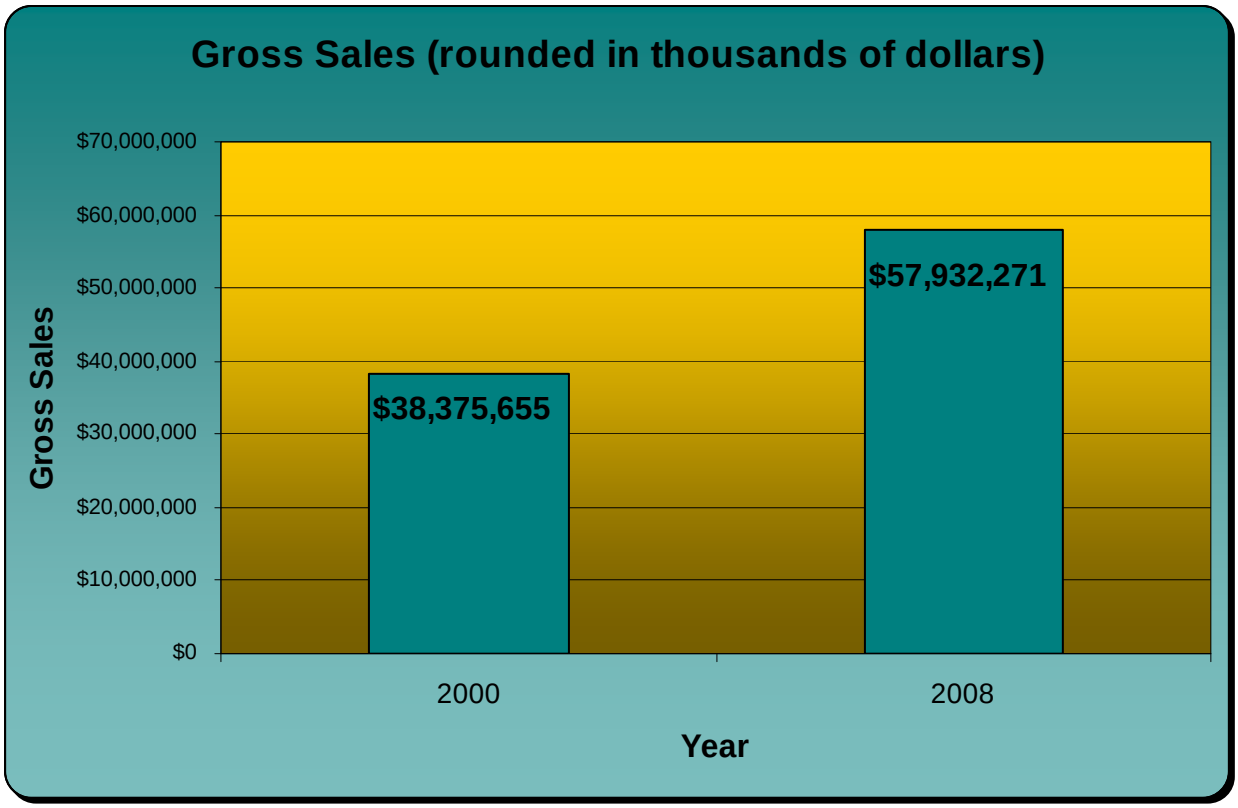
Click link for additional information

www.myflorida.com/dor

Gross Sales (in thousands)

The bar graph shows the total gross sales within the Northeast Florida Region for the years 2000 and 2008. Gross sales include both taxable and non-taxable items.

In 2008, the regional gross sales totaled nearly $58 billion dollars, a 51% increase from gross sales in the year 2000. This data is released annually.

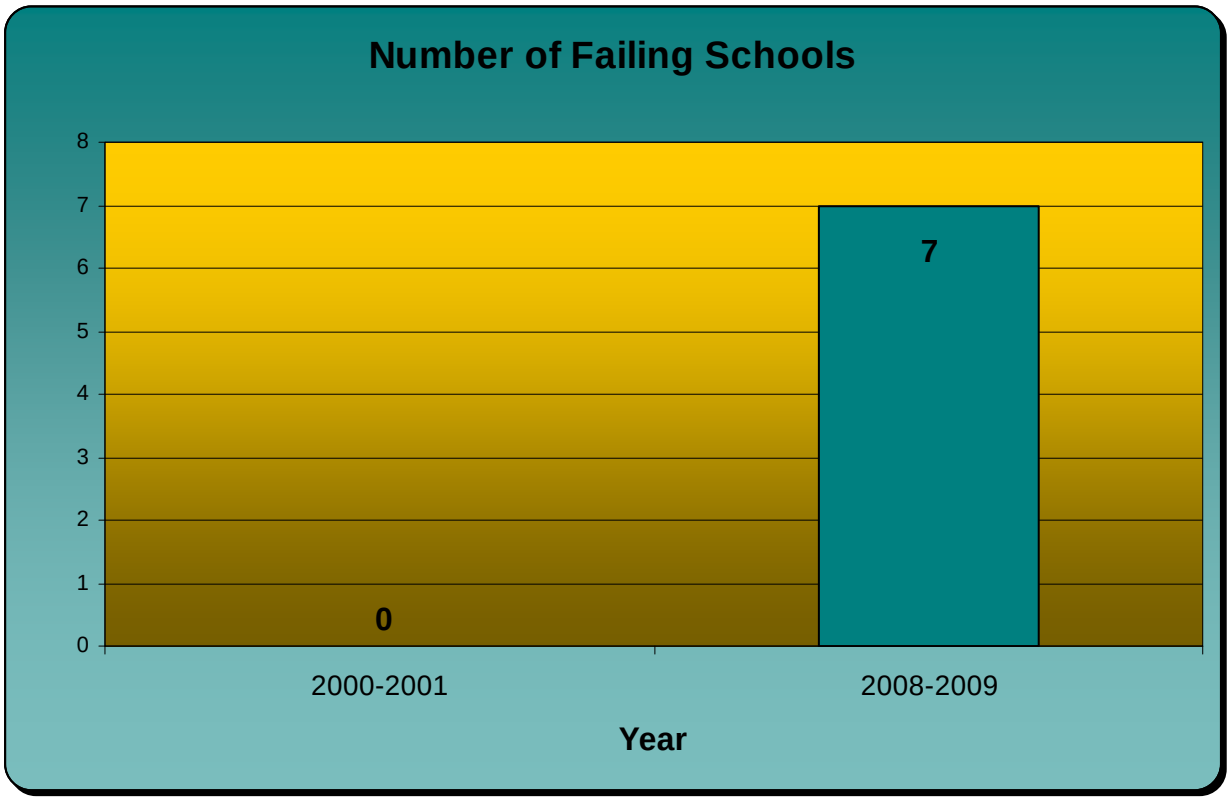


Source: Florida Statistical Abstract,
Click link for additional information
Bureau of Economic and Business Research
www.bebr.ufl.edu

Number of Failing Schools

The bar graph below shows the number of failing schools within the Region for fiscal years 2000-2001 and 2008-2009. School grades are calculated by determining annual learning gains of each student toward achievement of Sunshine State Standards. Public schools receive grades of either “A,” “B,” “C,” “D,” or “F.”

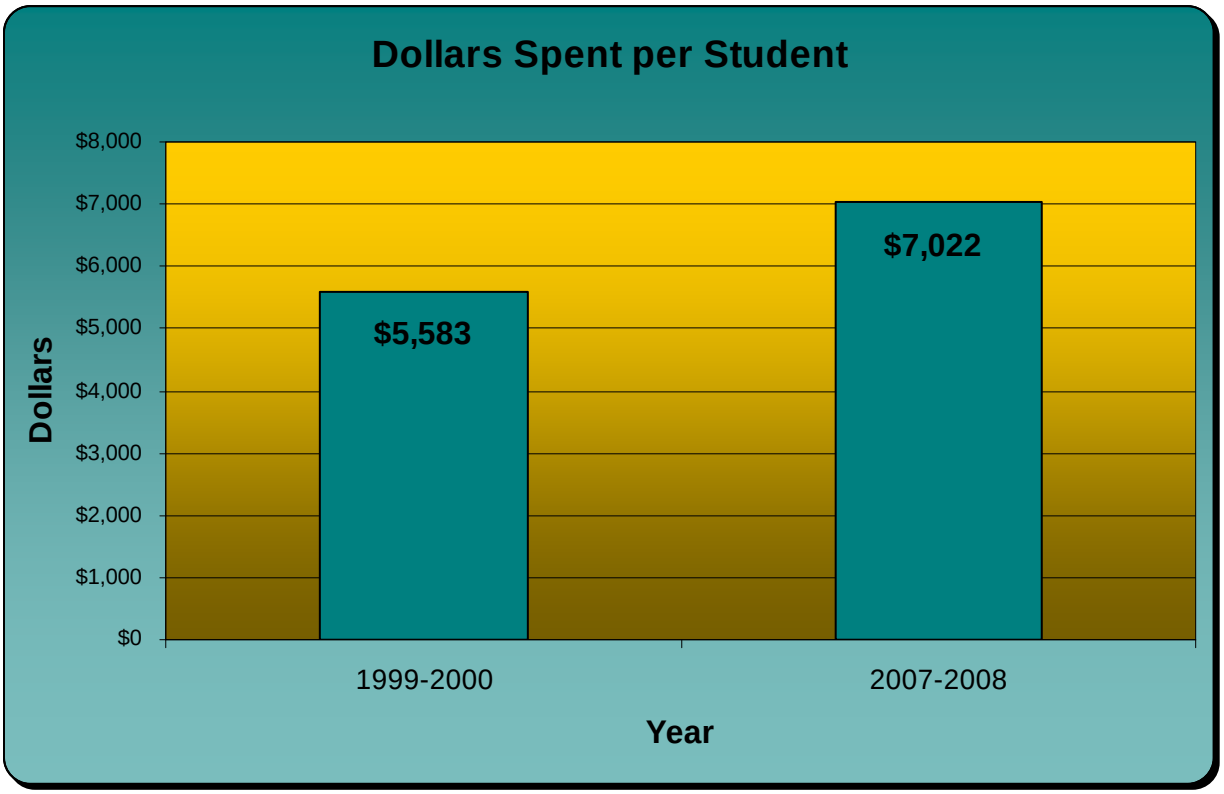
In fiscal year 2000-2001, the Region did not have a failing public school. This number jumped to 7 failing public schools in fiscal year 2008-2009. Failing schools data is released annually.



Source: Florida Department of Education
Click link for additional information
http://Schoolgrades.fldoe.org

Dollars Spent per Student

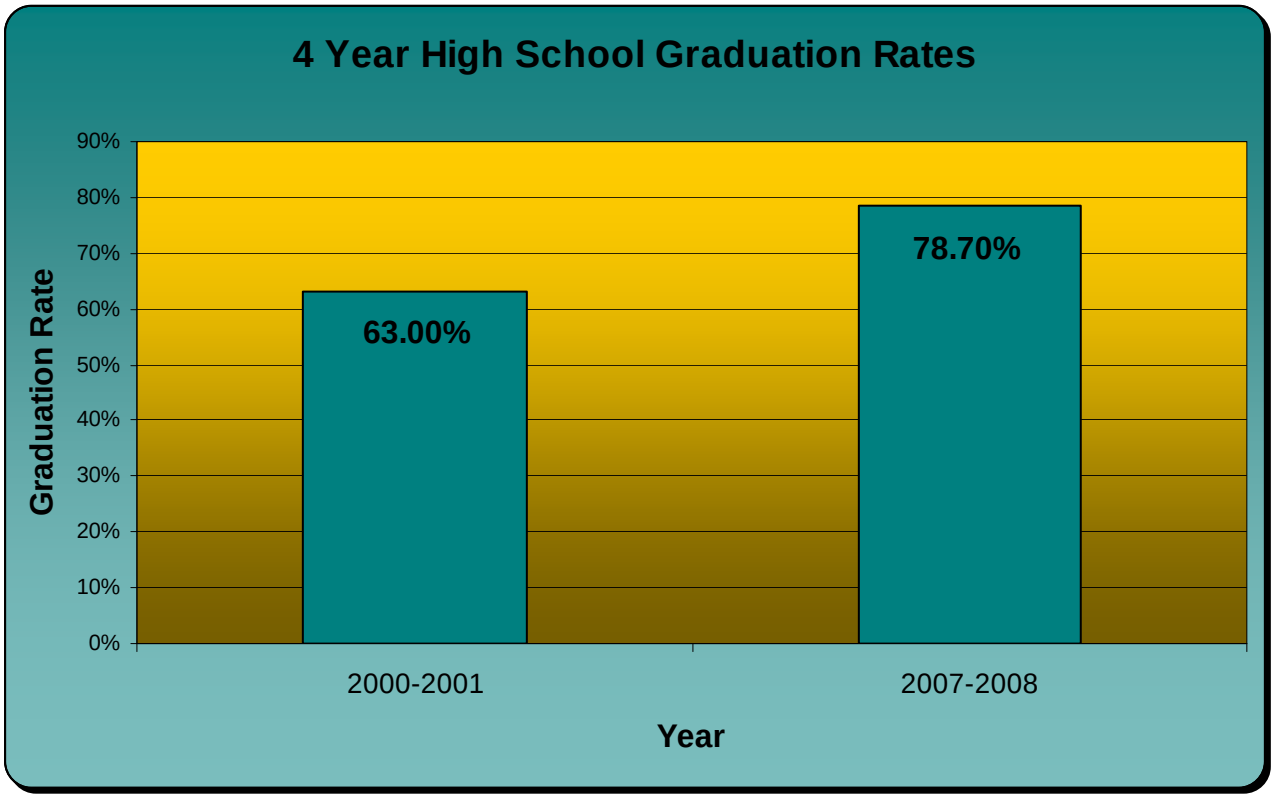
The following bar graph illustrates the dollar amount spent per student for the fiscal years 1999-2000 and 2007-2008. The money spent for each student in fiscal year 2007-2008 was $7,022, a 26% increase from the dollars spent per student in fiscal year 1999-2000. This information is released annually.



Source: Florida Department of Education
Click link for additional information
www.fldoe.org

4-Year High School Graduation Rates

The bar graph explains the proportion of high school students who graduated within a 4-year period in fiscal years 2000-2001 and 2007-2008. This includes those who receive standard or special diplomas, but excludes those that received a GED. In fiscal year 2007-2008, 78.7% of the Regions high school students graduated within 4 years. This information is published annually by the Bureau of Economic and Business Research (BEBR).

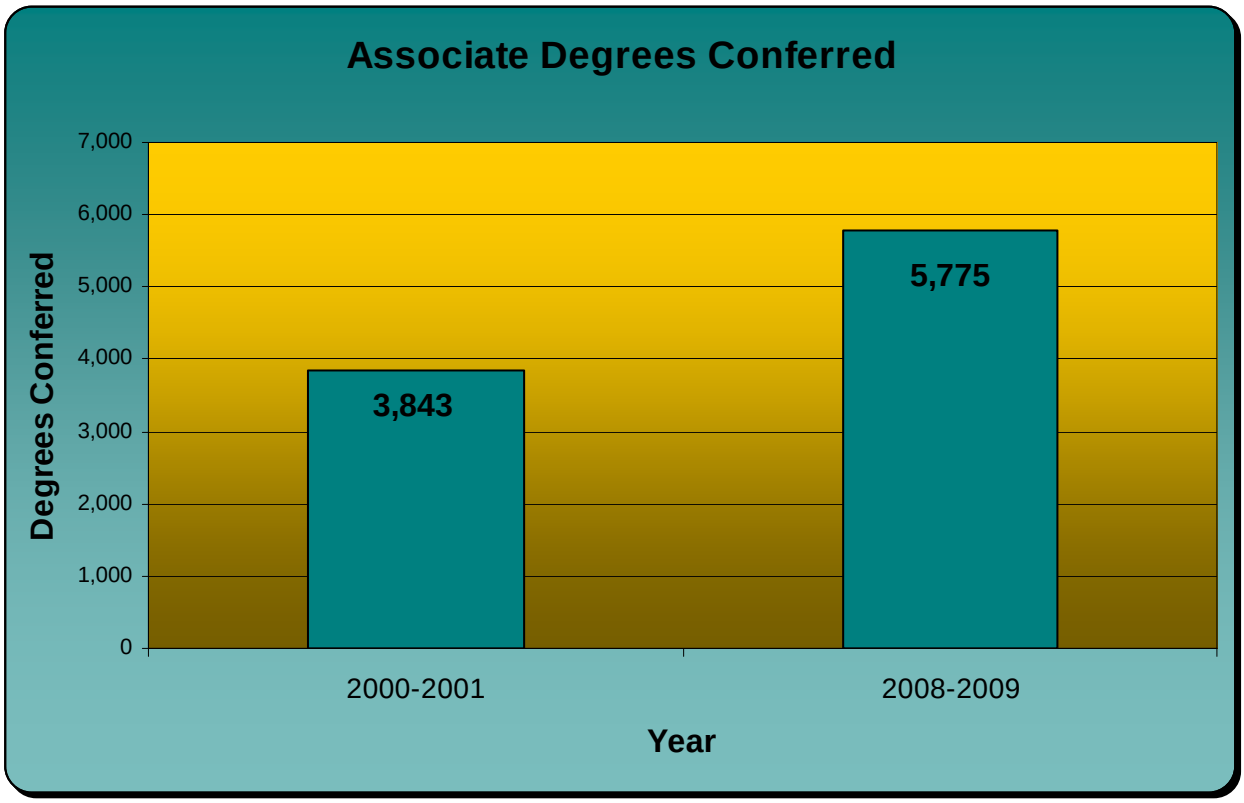


Source: Florida Statistical Abstract,
Click link for additional information
Bureau of Economic and Business Research (BEBR)
www.bebr.ufl.edu

Associate Degrees Conferred

The bar graph illustrates the total amount of Associate degrees conferred by community colleges within the Region for fiscal years 2000-2001 and 2008-2009. This includes both Associate in Arts (AA) and Associate in Sciences (AS) degrees.

In fiscal year 2008-2009, community colleges throughout the Region conferred 5,775 Associate degrees, a 50% increase over fiscal year 2000-2001. This data is released annually.



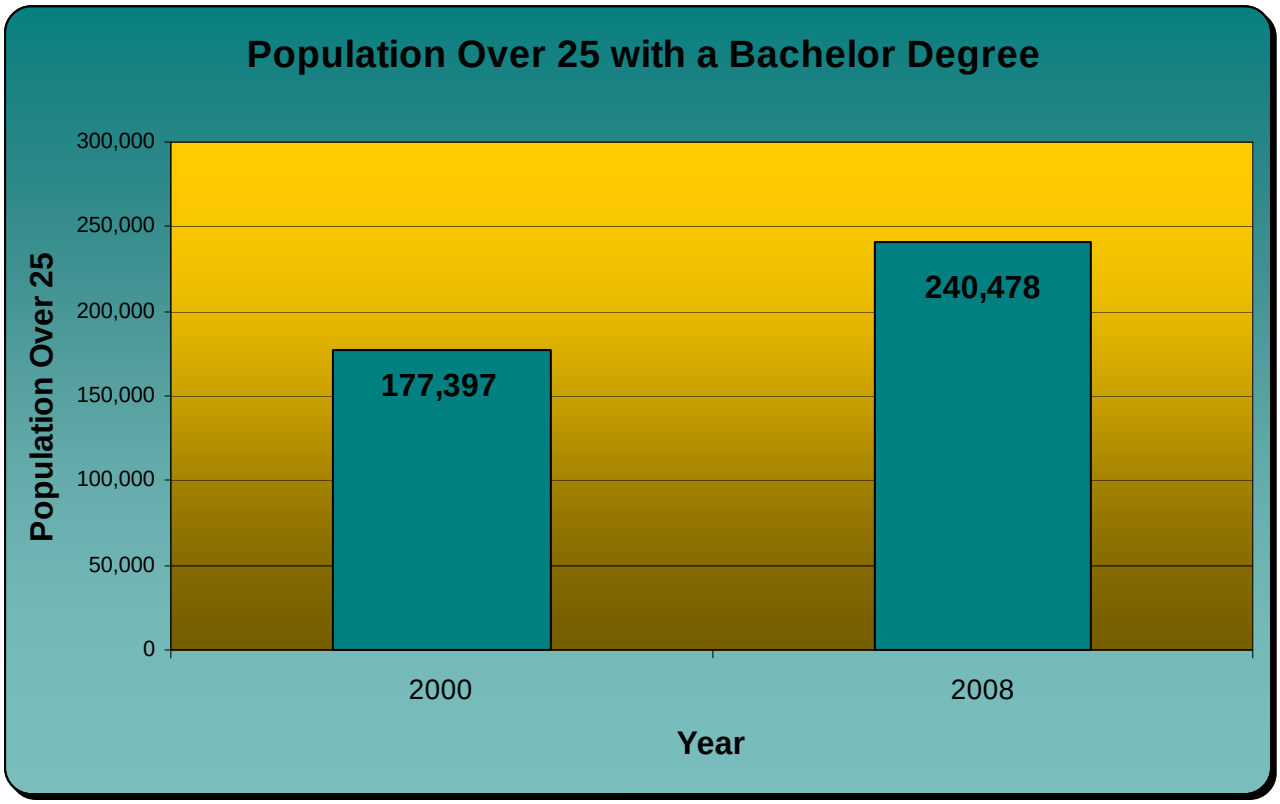
Source: Florida Department of Education/CCTCMIS

Click link for additional information

www.fldoe.org

Population Over 25 with a Bachelor Degree

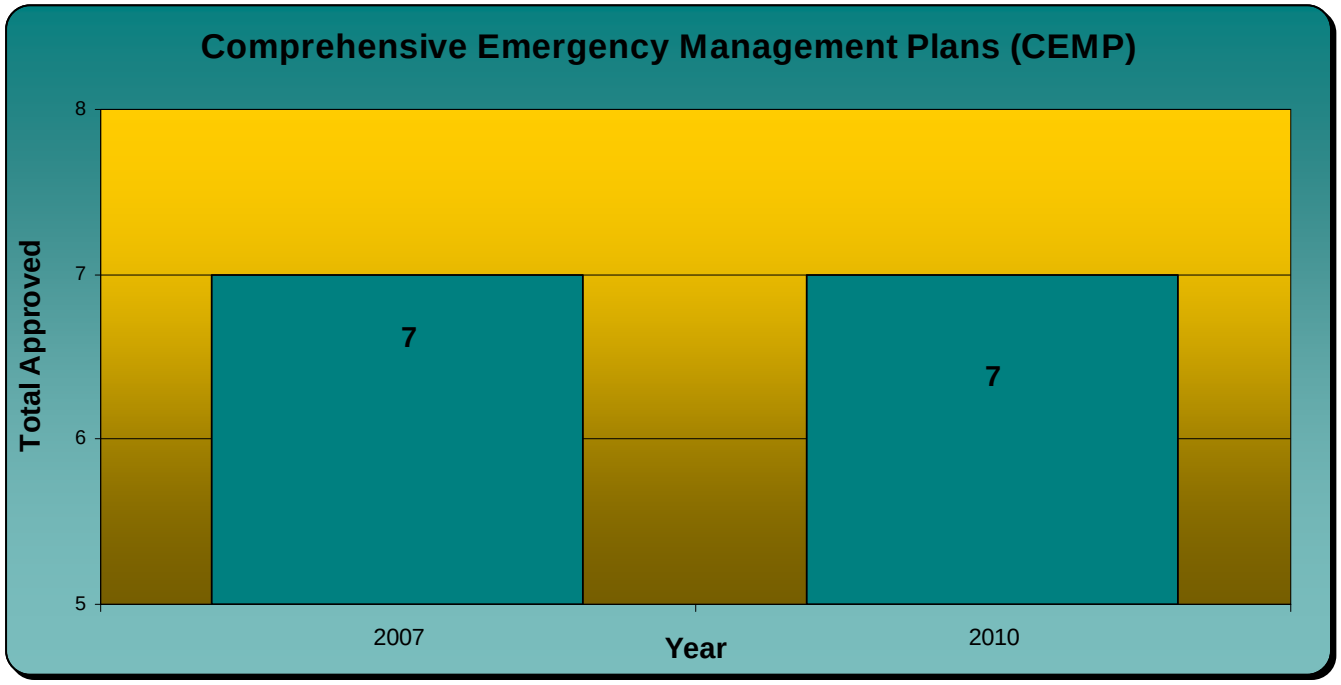
The following bar graph reveals the number of people in the Region, over the age of 25, with a Bachelor degree. In 2008, over 240,000 people had a Bachelor degree, a 36% increase compared to the year 2000. This information is released annually by the American Community Survey.



Source: US Census Bureau - 2000
Click link for additional information
American Community Survey - 2008
www.census.gov
www.census.gov/acs

Comprehensive Emergency Management Plans (CEMP)

The graph identifies the total number of counties within Northeast Florida that have approved, up-to-date Comprehensive Emergency Management Plans. In 2010, all of the counties within the Northeast Florida Region had current Comprehensive Emergency Management Plans (CEMP). This data is released every four years.

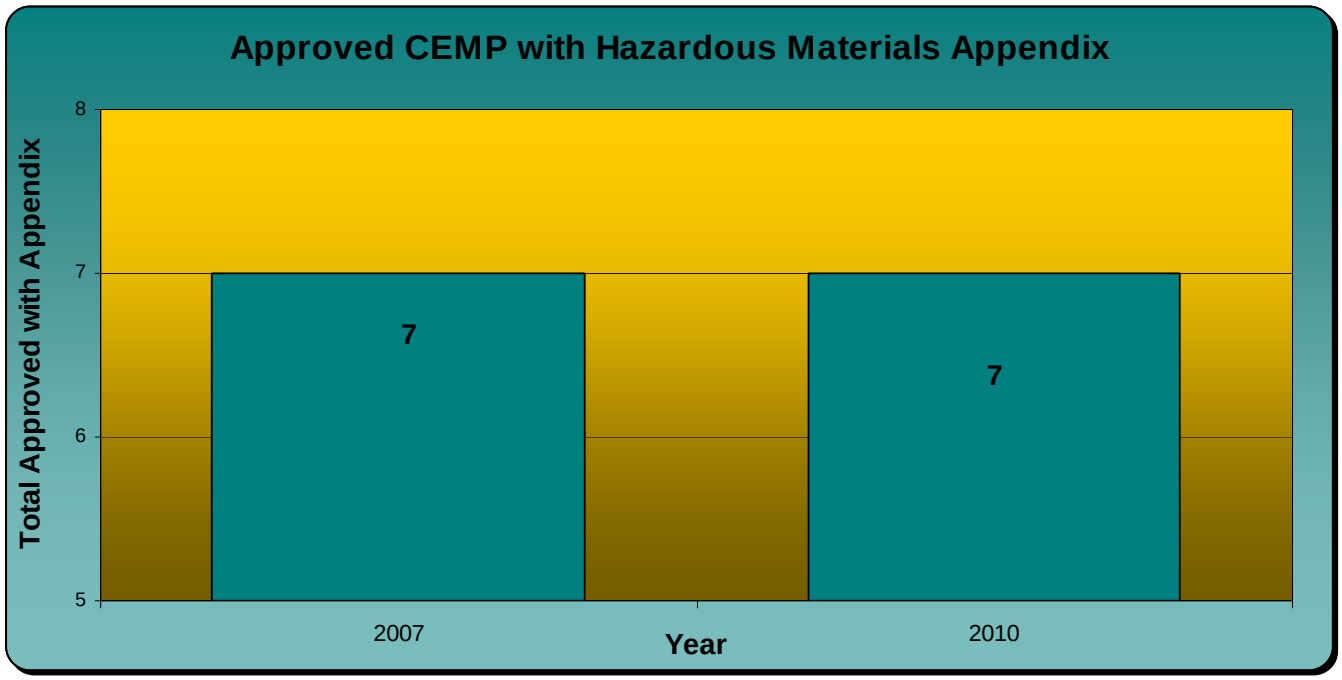


Source: NEFRC 2010

Click link for additional information

Approved Comprehensive Emergency Management Plans with a Hazardous Materials Appendix

The graph lists the total number of counties that have an approved Comprehensive Emergency Management Plan with a Hazardous Materials Appendix in 2007 and 2010. As of 2010, all of the counties in the Northeast Florida Region had an approved Hazardous Materials Appendix included in their Comprehensive Emergency Management Plan. This material is updated as needed.



Source: NEFRC 2010

Click link for additional information

Post-Disaster Redevelopment Plans

The following table identifies the number of counties within the Northeast Florida Region that have *Post Disaster Redevelopment Plans*. Post-disaster redevelopment planning identifies policies, operational strategies, and roles and responsibilities to implement the community's previously-identified growth management and hazard mitigation goals within the process of long-term recovery and reconstruction.

In 2010, the Region only had one county with a Post-Disaster Redevelopment Plan. This data is updated as new plans are developed.

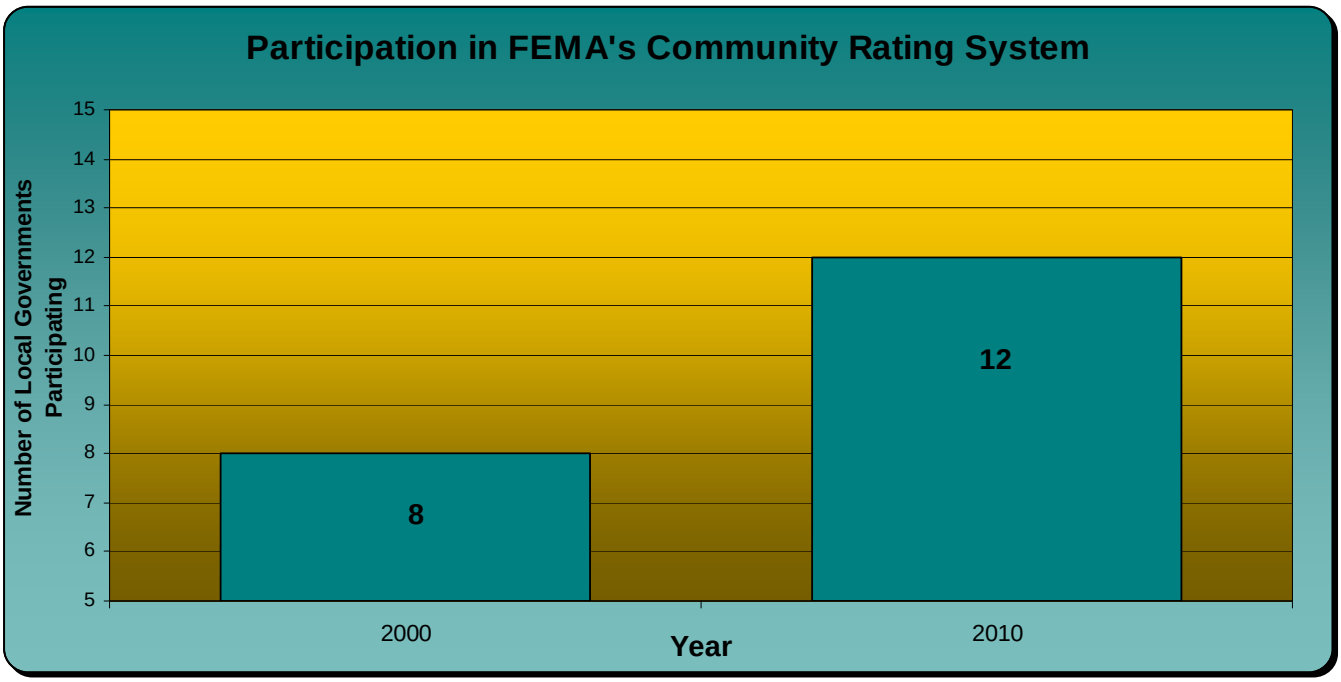
County	2005	2010
Baker	No	No
Clay	No	No
Duval	No	No
Flagler	No	No
Nassau	No	Yes
Putnam	No	No
St. Johns	No	No
Regional Total	**0**	**1**

Source: NEFRC 2010

Participation in FEMA's Community Rating System

The bar graph identifies the total number of local governments within the Region who participate in the Federal Emergency Management Administration's / National Flood Insurance Program (NFIP) *Community Rating System.* This system is a voluntary incentive program that encourages community floodplain management activities that exceed minimum NFIP requirements. As a result, flood insurance premium rates are discounted to reflect the reduced flood risk resulting from the community actions.

In 2010, 12 local governments participated in FEMA's Community Rating System, a 50% increase from the year 2000. This information is updated as new local governments participate.

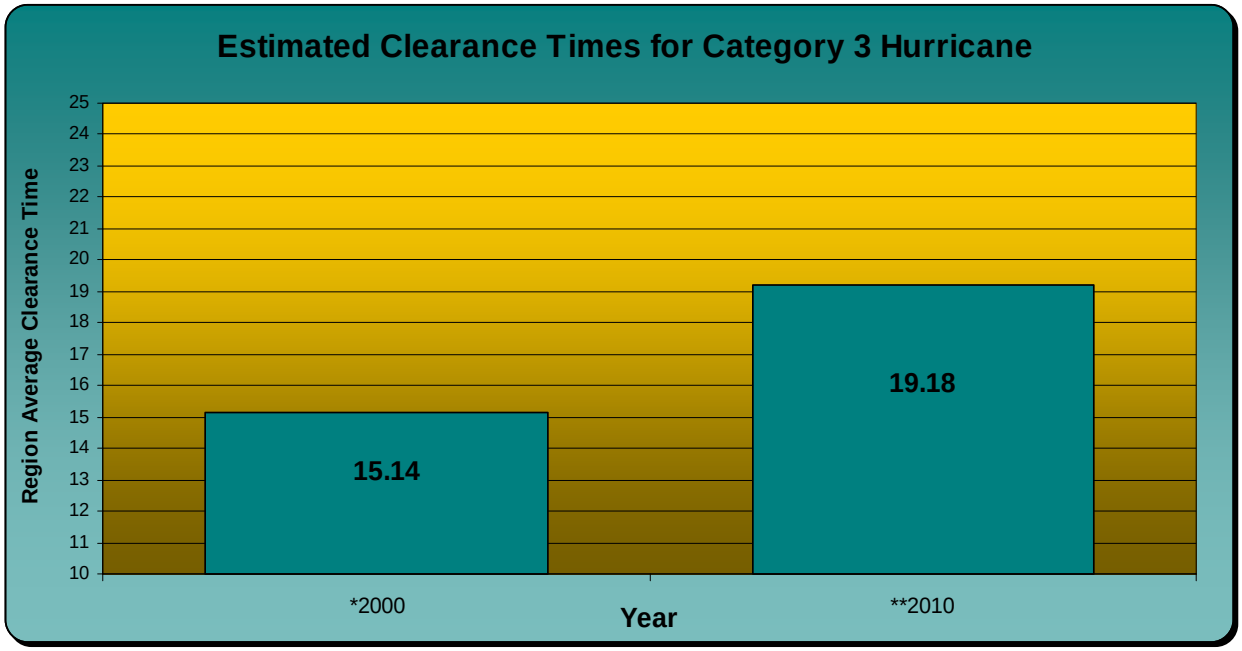


Source: FEMA, Flood Insurance Manual

Click link for additional information

Estimated County Clearance Times for a Category 3 Hurricane (in hours; in-county movement)

The bar graph represents the out-of-county clearance times within the Northeast Florida Region for a Category 3 Hurricane. In 2010, the regional average clearance time for a Category 3 Hurricane was 19.18 hours, a 27% increase from 2000. This information is updated with every Hurricane Evacuation Study.



*Source: NEFRC 1998 Hurricane Evacuation Study 2000 Projections

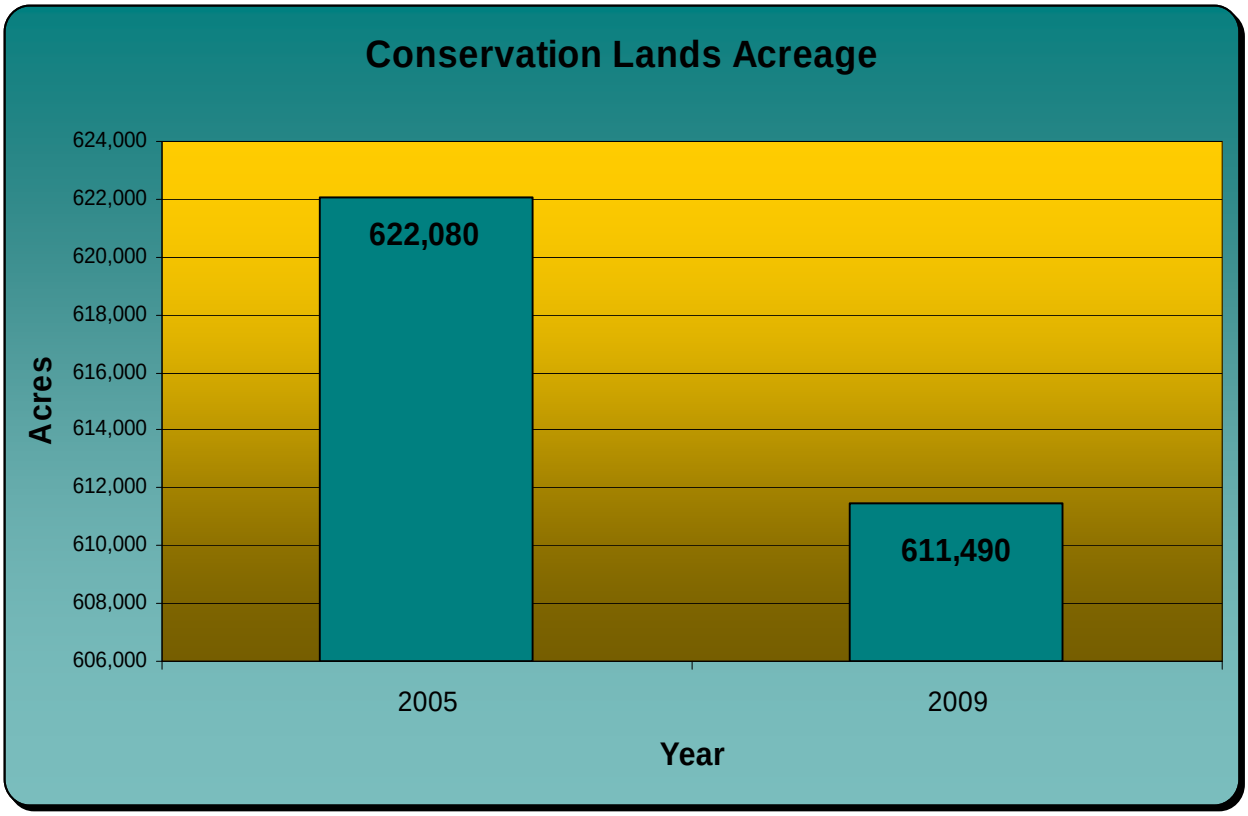
Click link for additional information

**Source: NEFRC 2005 Hurricane Evacuation Study 2010 Projections

Conservation Lands Acreage

The bar graph identifies conservation land acreage. Conservation lands include public and some privately owned lands managed for conservation of their natural resources. Public lands that are not managed for conservation (e.g., schools and prisons) are not considered conservation lands and are not included.

In 2009, conservation lands in the Region declined approximately 611,490 acres.

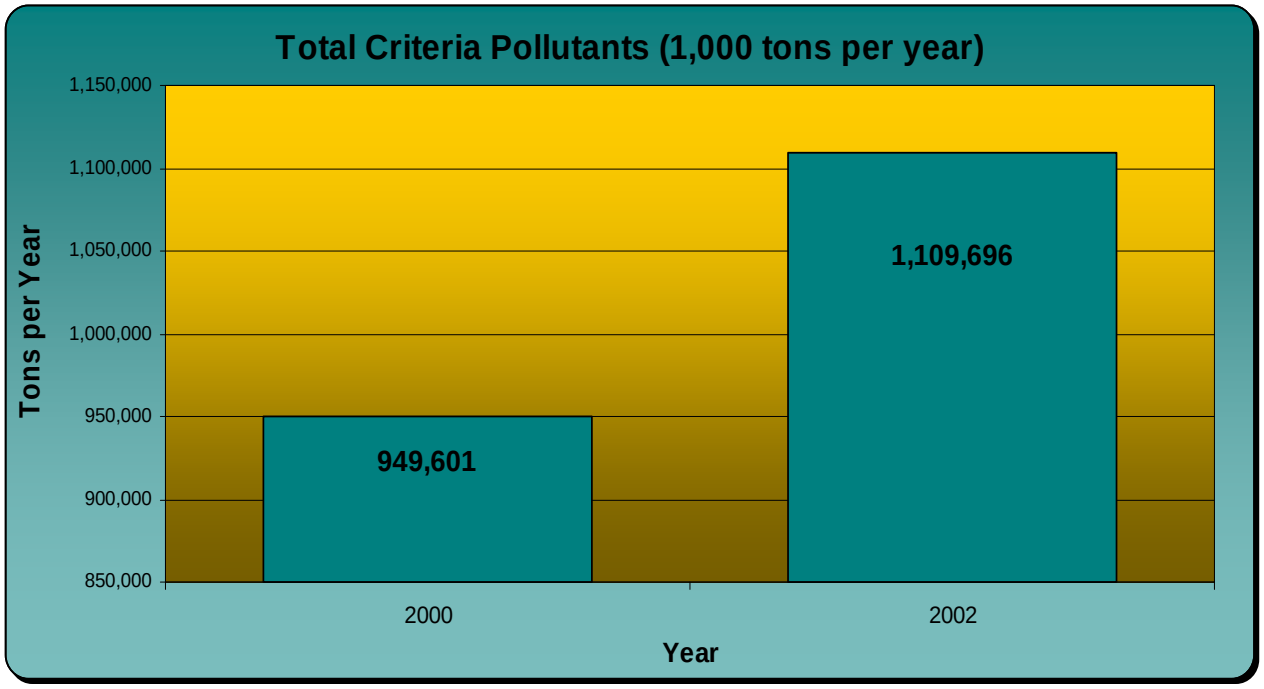


Source: Florida Managed Lands (FNAI), 2005 archives
Click link for additional information
and 2009 (methodology prior to 2005 differed).
http://www.fnai.org/pdf/MA_acres_counties.pdf

Total Criteria Pollutants (1,000 tons per year)

The bar graph 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. This information is updated annually. Data updates are currently suspended while a new assessment is underway.



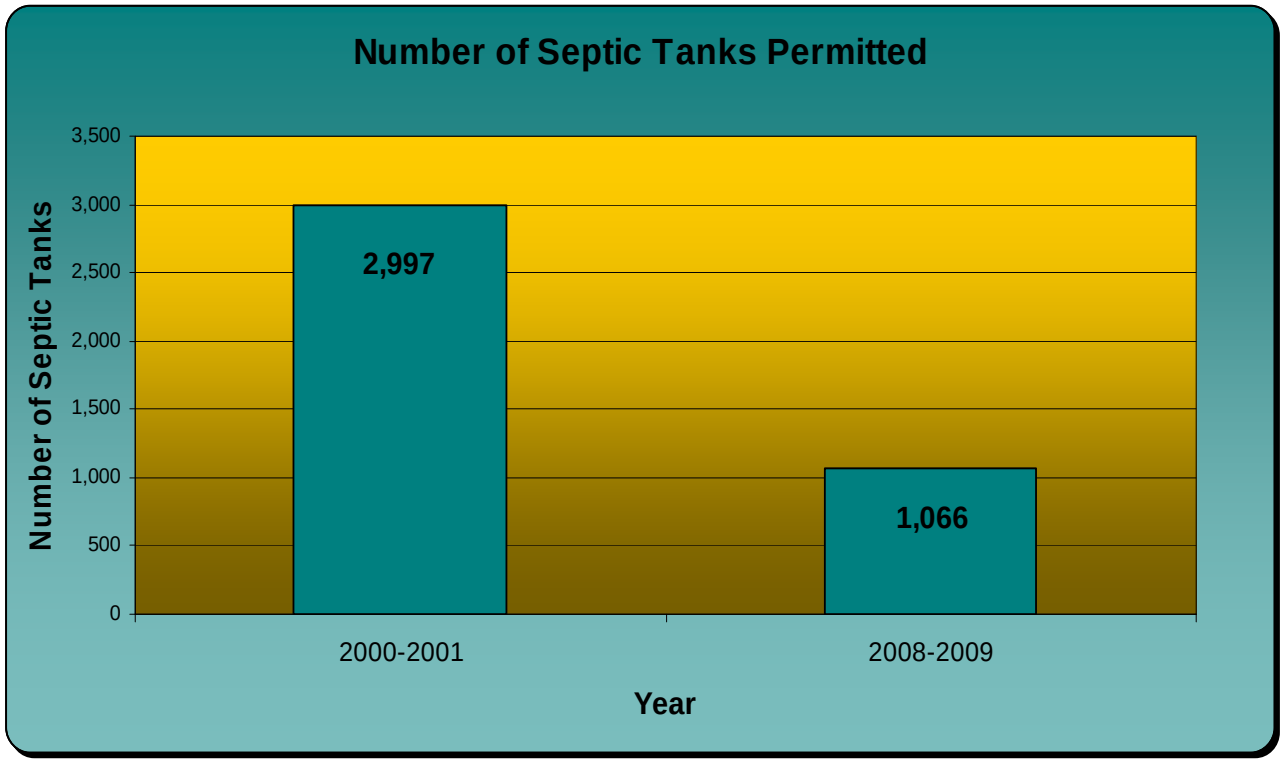
Source: Environmental Protection Agency

Click link for additional information

www.epa.gov/air/data/emisdist.html?st~FL~Florida

Number of Septic Tanks Permitted

The bar graph shows the number of septic tanks permitted within the Northeast Florida Region for the fiscal years 2000-2001 and 2008-2009. In fiscal year 2008-2009, over 1,000 septic tank permits were issued regionally, a significant drop from fiscal year 2000-2001, which had almost 3,000 septic tank permits issued. This data is released annually.



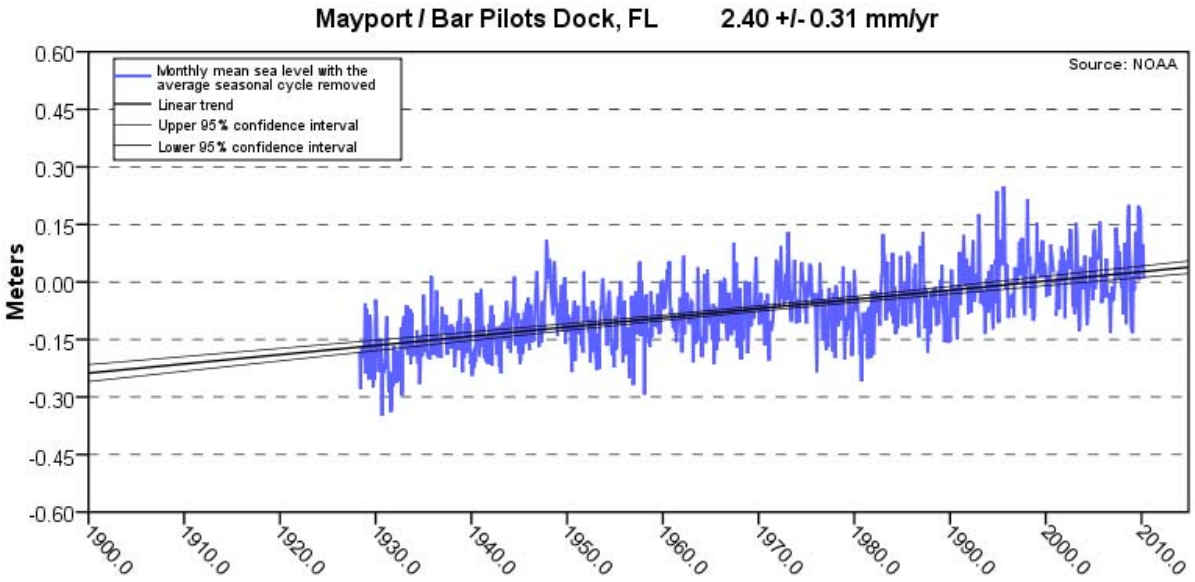
Source: Florida Department of Health/Division of Environmental Health

Click link for additional information

www.doh.state.fl.us

Mean Sea Level Rise

The plot shows the monthly mean sea level 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 increase of 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. This data is released annually.



Source: NOAA 2010, www.noaa.gov