



# ***AIR QUALITY ADVOCACY TASK FORCE***

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**FINAL IMPLEMENTATION REPORT**

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**November 19, 2009**

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**Summary:**

JCCI's Air Quality study, chaired by A. Quinton White, Jr., was conducted over an eight-month period and released to the community in June, 2007. While recognizing the progress Jacksonville has made in overcoming significant air pollution and odor problems that once made it the brunt of national jokes, the study concluded that a proactive approach to Jacksonville's air quality future is still imperative. With an anticipated doubling in the city's population by 2030 and the predictable attendant air pollution from increased energy production and vehicle emissions, it is clear that without a community-wide effort to effectively deal with these problems, the quality of life, natural environment, and economy of Northeast Florida will be severely compromised.

With that as a backdrop, the Air Quality Advocacy Task Force, under the leadership of Donald D. Anderson, began its work in July, 2007. A group of 34 individuals attended an orientation meeting and were involved at various stages of the two-year project, and 25 participated from beginning to end. The Task Force was divided into four subcommittees with each assuming responsibility for a minimum of three of the study's 14 recommendations. The full Task Force met quarterly, and the subcommittees met separately on numerous occasions, including many individual meetings with a wide range of stakeholders, elected officials, and prominent civic leaders throughout Northeast Florida. Complicating the challenges of the Task Force was the worldwide economic downturn which sharply curtailed funding opportunities for various projects contemplated in the recommendations.

Nonetheless, this final implementation report presents a positive picture of success, with seven of the recommendations being fully implemented, five partially implemented, and only two not implemented at all. As is frequently the case with JCCI implementation projects, however, perhaps the most important contribution of the Task Force is the degree to which it elevated the awareness level throughout the community of issues related to environmental sustainability. This served as a catalyst for many positive developments that ensued over the two-year time span. While the Advocacy Task Force certainly does not claim direct responsibility for all of the achievements that helped address the recommendations, we are confident that our efforts were instrumental in bringing greater focus to these issues which helped to influence favorable outcomes.

When the Air Quality Study was initiated in 2007, many now-familiar terms or phrases were either unfamiliar or largely ignored in the Jacksonville community, such as: “LEED” green building standards; “CFL’s”; “Sustainability Officers”; “Energy Star” appliances; “bio-fuels and biomass”; and many other examples. Two years later, these have become so much a part of common lexicon that it seems they’ve always been part of Jacksonville’s culture.

This is perhaps the most important and lasting legacy of the Air Quality project, and the dedicated members of the Advocacy Task Force, while often conducting their work quietly and out of the public view, deserve significant credit for this transformation of the community’s mindset.

### **Recommendations and Outcomes of Advocacy Efforts:**

***Recommendation 1:*** *The Mayor of Jacksonville should appoint a Sustainability Officer to coordinate efforts to establish goals, objectives, and targets for air quality improvement and long-range sustainability plans. The Sustainability Officer should engage the universities, businesses, government entities, environmental groups, and the general public and should lead the effort to:*

- *Explore the model of Cool Cities and the Mayor’s Climate Protection Agreement and its objectives to develop and adopt local feasible goals for reducing greenhouse gases;*
- *Create a plan to address climate change impacts and greenhouse gases in Duval County incorporating goals and measurable outcomes;*
- *Provide a model for citizens, by having energy efficient compact fluorescent light bulbs (CFLs) installed in all city facilities and providing a responsible CFL disposal program;*
- *Strengthen the Environmental Protection Board’s role in educating the general public, identifying environmental problems, and enforcing compliance within Jacksonville’s long-range sustainability plans; and*
- *Engage the city’s various CPAC and neighborhood associations in developing air pollution, health, and energy conservation awareness.*

**Results:** By virtue of an executive order (*Attachment 1*) signed by Mayor Peyton on September 26, 2008, an “*Office of Sustainability Initiatives*” was created for the City of Jacksonville, along with the position of “*Sustainability Officer*.” Derek Igou was appointed to the new position, heading a sustainability team of 20 chiefs and deputy directors from different City departments. The primary role of the Sustainability Officer is to oversee the City’s efforts to become a greener, more energy-efficient community, starting with City government. Particular recognition is due to Environmental Protection Board chair Robert Schuster who was a strong advocate for these developments and was instrumental in shepherding them through the political process.

Other developments include:

- Mayor Peyton signed the “Mayor’s Climate Protection Agreement” in 2008 and is one of 969 mayors nationwide to have done so. The Mayor’s Climate Protection Agreement seeks to reduce carbon emissions in participating cities below 1990 levels, in line with the Kyoto Protocol.
- At Mayor Peyton’s request, the City of Jacksonville conducted “Navigator Training” for department heads on September 17, 2008. Facilitated by Johnson Controls, the purpose of the training was to establish a road map and strategic plan for the City’s sustainable practices program.
- The City of Jacksonville is systematically replacing old fluorescent light tubes with new Philips Alto II bulbs in all of its buildings. Alto II is a green, sustainable technology invented by Philips that improves energy efficiency and dramatically reduces the amount of mercury present in fluorescent bulbs. The replacement bulbs being used by the City are 25 watts rather than the standard 32 watt bulbs previously utilized. Because the Alto II bulbs are so low in mercury, they do not require special disposal.

**Final Status:**    Recommendation 1 Implemented    -    

**Recommendation 2:** *The Jacksonville City Council should revise the city’s building codes to incorporate Green Building Standards to increase energy efficiency. It should also encourage the installation of Energy Star compliant appliances and equipment, following standards of the Florida Green Building Coalition and U.S. Green Building Coalition’s Leadership in Energy and Environmental Design (LEED).*

**Results:** At the urging of the Air Quality Task Force (see *Attachment 2*), the City Council passed and Mayor Peyton approved Ordinance 2009-211 (*Attachment 3*) on April 22, 2009, establishing a sustainable green buildings program for the City of Jacksonville. The Ordinance states: “It is the intent of the Council in creating this Sustainable Building program to demonstrate a substantial commitment on the part of the City to finance, plan, design, construct, manage, renovate, commission, and maintain County Buildings with sustainable building standards and to support development of privately owned buildings in Jacksonville to sustainable standards.”

LEED (Leadership in Energy and Environmental Design) Standards represent the gold standard in the sustainable building industry, and the recently renovated Jake Godbold City Hall Annex is the first City-owned building to meet LEED requirements. Among other departments, this building now houses the City’s Environmental Quality Division, which, under terms of the Ordinance, will coordinate at least one training workshop per year for the purpose of educating City staff and current and potential participants in the Sustainable Building Program on the program, its benefits and requirements.

Compliance with the Sustainable Buildings Program Ordinance is required for all newly constructed city-owned buildings, including the one servicing Animal Care and Protective Services and the new County Courthouse. Compliance is voluntary for private construction, but

a Certification Refund Grant Program was established as part of the Green Buildings Ordinance to provide incentives to achieve green building certification through refunds of the actual cost of such certification.

**Final Status:** Recommendation 2 Implemented - ✓

**Recommendation 3:** *The City of Jacksonville and all the various Authorities, JTA, and Duval County Public Schools and its transportation contractors should increase the percentage of their fleet of hybrid and alternative fuel vehicles to reduce mobile emissions and improve air quality and to help establish in the city an infrastructure for alternative fuels that citizens can access.*

**Results:** As a first step in addressing this recommendation, Subcommittee B of the Air Quality Task Force convened a meeting of several local government agencies in November, 2007, to discuss their respective approaches to alternative fuel vehicle initiatives. The discussion resulted in the recognition that a coordinated effort involving the City and its agencies with an organizing entity at its helm would be preferable to an incremental approach.

After researching existing programs and structures that provide appropriate support for such community-wide collaborations, it was determined that forming a local chapter of the federal *Clean Cities Coalition* should be explored.

A component of the U.S. Department of Energy (DOE), *Clean Cities* was created in 1993 to promote the voluntary use of technologies that will reduce the use of petroleum. Specifically as it relates to Recommendation 3, Clean Cities advances the use of alternative fuels and vehicles, idler reduction technologies, hybrid electric vehicles, fuel blends, and other fuel economy measures. Coalition members commit to certain stipulations of the Clean Cities program, including conversion to alternative fuel vehicles in their transportation fleets, and other specific fuel efficiency provisions.

Working in concert with Subcommittee B, the North Florida Transportation Planning Organization (TPO) agreed to assume the role of coordinator for a local Clean Cities Coalition chapter. An informational meeting was held on July 9, 2008, with representatives from over 30 local stakeholders present, including JTA, JEA, JaxPort, Duval County Public Schools, large private sector employers, and non-profit associations. Development of a strategic plan to address the nine-step Clean Cities approval process is being led by Wanda Forrest, long-range transportation manager for North Florida TPO.

Once the Clean Cities chapter has been established and approved by DOE, it will provide the basis for a coordinated and sustained effort throughout the community for increased use of hybrid and alternative use vehicles on a large scale.

**Final Status:** Recommendation 3 Implemented - ✓

**Recommendation 4:** *JEA should continue to lead community education efforts on energy conservation. For example, JEA should:*

- *Expand its education programs that provide consumer-friendly information and advance its initiatives on energy conservation programs that take into consideration family income;*
- *Initiate a compact fluorescent light bulb (CFL) distribution program that includes a plan for proper CFL disposal, and publicize its success; and*
- *Assist the City of Jacksonville and the various Authorities to improve how their websites highlight energy conservation information and initiatives.*

**Results:** In regard to education programs on energy conservation programs, JEA has adopted an aggressive, innovative approach to what it perceives as its role in the promotion of energy conservation methods in the Jacksonville community. As part of its conservation program, JEA has instituted the following:

- *Education Fulfillment Program* – an outreach program for all schools (public and private) in JEA’s service area. Teachers are provided with classroom resources promoting energy reduction techniques and strategies.
- *Low Income Housing Energy Assistance Program* – Funded by JEA, this program educates targeted citizens on energy efficiency, and it assists them with installation of energy-saving features (caulking, low-flow shower heads, etc.) to reduce their energy bills.
- *Community Outreach Presentations* – At its community outreach forums, JEA provides free 6-packs of compact fluorescent light bulbs (CFL’s) to low income and senior residents through a grant from The Community Foundation.
- *Awareness Campaign on Energy Conservation* – JEA conducted an extensive television campaign during 2008 focusing on energy conservation and the steps individuals can take to reduce their carbon footprints.
- JEA has taken the lead in attempting to establish a Northeast Florida Energy Efficiency Alliance, the goal of which is to develop a community strategy to achieve significant energy savings by retrofitting buildings and installing renewable technologies in all end-use sectors. An organizational meeting was held on April 23, 2009, and approximately 30 community stakeholders attended.

Working closely with the Task Force’s Subcommittee C, JEA initiated a CFL distribution program involving more than 170 retailers in the Jacksonville area (see Attachment 8 for complete listing).

A CFL disposal program has also been established, with over 40 retail locations available for drop-off of used CFL’s. Called *Green Partners*, this disposal program provides no-cost drop-off services to consumers and recovers the mercury from the bulbs for re-use (see Attachment 8 for listing of participants).

**Final Status:** Recommendation 4 Implemented - ✓

***Recommendation 5:*** *In order to control greenhouse gas and other emissions, JEA, as the largest municipally-owned utility in Florida, should continue to implement their expressed purpose – to improve the quality of life in the communities they serve by:*

- *Restructuring electric rates to encourage conservation of energy;*
- *Increasing the percentage of local energy production from renewable sources; and*
- *Exploring alternative technologies – such as biomass, solid waste and nuclear power production, and carbon sequestration.*

***Results:*** In order to fund JEA’s comprehensive conservation and demand reduction programs (which are designed to reduce electric consumption and, at the same time, reduce the need for acquiring or constructing additional generating capacity), the JEA Board enacted a Conservation Charge. This charge, in the amount of \$0.01 per kWh for usage above 2.75 kWh in a single month, is applied to residential electric accounts. In addition to being a source of funding for JEA conservation initiatives, the Conservation Charge also helps to discourage excessive residential electric consumption.

JEA’s revised net metering policy was implemented in August, 2009 for customer-owned renewable generation. Customer-owned renewable generation up to 100 kWh is allowed under this policy. The customer generation is utilized to offset energy consumed by the customer. Any monthly credit balance will be carried over to the next month and displayed as part of the monthly billing statement. JEA will carry over a credit balance each month through the end of the calendar year. If at the end of the calendar year the customer’s electric account has a credit balance, JEA will pay the customer the amount of such balance. Net metering customers will be charged for the metered kWh sent to JEA each month. The monetary credit to the customer will be calculated using the customer’s retail energy rate, demand, fuel, environmental and conservation charges (“Retail Rate”) per kWh.

JEA has an established goal of 7.5% of its generating capacity to be clean power by 2015. In addition, JEA continues to review and evaluate future generation planning in response to current state and federal legislative activities proposing mandates requiring a percentage of renewable energy for electric generating utilities.

JEA is increasing the percentage of local energy production from renewable resources:

- *Landfill Gas* - (a) JEA has utilized the COJ North Landfill gas as a fuel in the Northside Unit #3 generating unit and COJ Girvin Landfill gas as a fuel in on-site engines to produce power (in discussion with COJ for continuance of gas usage); (b) JEA commenced the receipt of 9.1 MWs of energy power (approximately 4500 homes) from the Trail Ridge Landfill gas to energy facility through a purchase power agreement (PPA) in December 2008.
- *Buckman Wastewater Facility* – JEA utilizes the produced methane gas to generate power.
- *Solar Photovoltaic* – JEA has installed solar photovoltaics at several public facilities including high schools, the Jacksonville Zoo, JIA, Jacksonville Chamber of Commerce, etc.

JEA signed a PPA with Jacksonville Solar, LLC, to receive the energy from a 12.6 MW solar photovoltaic farm beginning in 2010.

- *Solar Thermal* – JEA has a rebate program to assist customers in the installation of solar water heaters.
- *Wind* – JEA has a 10 MW share of Nebraska Public Power District’s wind farm where JEA receives the renewable energy credits for the power which is sold back to NPPD.
- *Vehicles* – 36% of JEA’s vehicle fleet are powered by bio-diesel and ethanol fuels.
- *University of North Florida Lab* – JEA has sponsored this lab for research and education and partners with the University to receive engineering support on green energy technologies, such as solar thermal, wind, bio-diesel, hydroelectric, etc.

JEA’s progress on exploration of alternative technologies includes:

- Conducted a study for a self-build biomass project, as well as co-firing biomass in JEA’s existing solid fuel facilities.
- JEA currently is in negotiations for a PPA to receive energy from a 50 MW biomass facility.
- JEA has established a target date of 2018 for at least 10% of its energy requirements to be met by nuclear energy. JEA is actively exploring opportunities to acquire ownership positions in nuclear generation facilities constructed and operated by others; and possible PPA’s, in which JEA would purchase nuclear-generated energy from owners of nuclear facilities. JEA signed a PPA with Municipal Electric Authority of Georgia (MEAG) to receive 200 MWs of energy from the to-be-constructed MEAG nuclear facilities.
- JEA assessed carbon capture and sequestration feasibility and costs with respect to the existing JEA fleet.

**Final Status:** Recommendation 5 Implemented - ✓

**Recommendation 6:** *The City of Jacksonville’s Environmental Quality Division should evaluate increasing air quality monitoring sites, focusing on “hot spots”, and modeling and recommending limits on pollution causing activities. These efforts should establish goals that go beyond compliance with National Ambient Air Quality Standards.*

**Results:** Because of budget-cutting decisions made by the Florida Department of Environmental Protection (DEP) in May, 2009, Jacksonville’s Environmental Quality Division will receive less State funding for its Ambient Air Monitoring program and Title V funding than it previously received (see *Attachment 4*). Efforts by the Air Quality Task Force urging DEP Secretary Michael Sole to reconsider funding cuts (*Attachment 5*) were only partially successful.

As a result, at a time when additional air quality monitoring sites are needed in Jacksonville as emphasized in Recommendation 6, the effect of the funding cuts will instead be to *reduce* their number, and potential elimination of any ambient air toxic work is probable in the near future.



As Ebenezer Gujjarlapudi, Director of Jacksonville's Environmental Compliance Department, says in his letter to Director Sole: "The historical progress made by the unique cooperative efforts is in danger of being compromised. The Local Programs have, and continue to do the majority of work in the State to protect the largest population segments of this State. This development is extremely disappointing as it potentially decimates the cooperative efforts undertaken historically by the Local Programs and DEP."

Clearly, this is one of the most regrettable outcomes of the entire Air Quality advocacy effort.

Despite these unfortunate developments, some positive news was created as well. As a result of the Task Force's concern that fine particulate matter may be causing an elevated level of asthma in children who live in economically depressed areas in Jacksonville, the Environmental Quality Division's Air Monitoring Section Staff built a PM 2.5 monitor and located it at an existing site in an economically disadvantaged neighborhood. To date, this monitor has not registered levels of particulate matter that come close to reaching the National Ambient Air Quality Standard.

A result of citizen and Environmental Protection Board interest, the Environmental Quality Division worked closely with the Florida Department of Environmental Protection (FDEP) to successfully locate a mercury monitoring station in Duval County. This is part of FDEP's three-year state-wide mercury monitoring network to assess water quality impacts from air deposition. Data will also be useful by other interested stakeholders in assessing public health impacts.

In addition, despite the cutbacks described above, the Environmental Quality Division felt it was important to assess the levels of ozone present in the western part of the city where no such monitoring had previously been undertaken. EQD has subsequently added a new ozone monitoring site on Cisco Road, bringing to three the number of active ozone monitors in the city.

**Final Status:** Recommendation 6 Not Implemented - **X**

**Recommendation 7:** *The Florida Department of Health and Duval County Health Department should increase public health studies in air quality "hot spots" to better understand the relationship between local air pollutants and health effects. Together they should increase their public awareness campaigns about the health effects of air pollutants.*

**Results:** Subcommittee C, which was assigned this recommendation, recognized early in their deliberations that efforts have never been made to determine specific air quality "hot spots" in Jacksonville. In the absence of mobile air quality monitoring stations that can move from one location to another, there is no way to effectively gauge the differences in air quality in various parts of town. Even the handful of permanent monitoring stations offer little help in establishing "hot spots" since they do not consistently measure for the same pollutants. Thus,

asking the Health Department to increase public health studies in air quality “hot spots” was a moot point since no one knows for certain where they exist.

As a result, the direction the Subcommittee took was to investigate the feasibility of conducting a research project with the purpose of determining whether there is a correlation between day-to-day changes in monitored ozone levels in Jacksonville and the number of hospital emergency room visits related to asthma. While admittedly far from the scope of the research project ultimately required, this would at least provide some insight on the issue and would serve to focus attention on the need for more complete and thorough research on the subject.

Over the course of nearly nine months, several meetings were convened by the Subcommittee to determine how to accomplish such a project. The meetings involved a high-level group of stakeholders, including representatives from the City’s Air Quality Branch, Duval County Health Department, the physician who heads the Duval County Asthma Coalition, the UNF Computer and Information Sciences Department, and others. Subcommittee C members Mike Hartman, Berdell Knowles, and Chris Rogers worked diligently throughout this period in hopes of bringing the research project to fruition.

Daily records of pertinent air quality data were provided by the City, and the Health Department contributed the required data on asthma-related hospital admissions. By early March, 2009, it appeared all the details were aligned to move forward with UNF providing the computer services needed to merge the data and analyze the results. The work would be conducted during UNF’s summer session by graduate students under the direction of College of Engineering and Computing professor, Dr. Behrooz Abbassi.

Upon receiving the data on hospital admissions from the Health Department, however, it was quickly discovered that it was not broken out by *daily* admissions, but rather by *quarter* of the year. Without knowing how many asthma-related emergency room visits were made each day, the data on day-to-day air quality fluctuations was rendered of no value.

So, while there was great frustration that the group had come so far only to face ultimate disappointment, it was also recognized that its deliberations and convening of important stakeholders over several months served to highlight the need for important research on this subject on a significantly higher level. The group feels that the important research it has proposed needs to be eventually undertaken. Citizens have a right to know what their health risks are as urban re-development becomes the major new trend in reducing greenhouse gas emissions. Some credible air quality research group such as the National Science Foundation needs to establish a budget for such research.

***Final Status:*** *Recommendation 7 Not Implemented* - **X**

**Recommendation 8:** *To encourage greater development and use of mass transit, JTA should:*


- *Be authorized and assigned control of public downtown off-street parking;*
- *Work to end all subsidies for downtown public parking and move toward market rates;*

- *Lower rates for parking for high occupancy vehicles (carpools);*
- *Work with the Transportation Planning Organization to advertise and promote vanpooling and carpooling throughout Jacksonville, including suburban office areas;*
- *Advocate for a sufficiently complete public transit system and consider a light rail system to encourage and accommodate more ridership;*
- *Develop a new dedicated source of revenue to be funneled into mass transit;*
- *Convert existing parking structures and parking lots into commercial, residential, and office space; and*
- *Offer incentives to businesses to provide alternatives to the use of single occupant vehicles.*

**Results:** No progress was realized regarding restructuring of downtown parking. JTA expressed no interest regarding authorization to control downtown off-street parking, and conversion of existing parking structures and lots were not considered a priority by any stakeholders.

Progress, however, on other components of Recommendation 8 included the following:

- The North Florida Transportation Planning Organization is aggressively promoting vanpooling and carpooling throughout Jacksonville. The TPO's commuter assistance program helps commuters form van pools by leasing a van, the cost of which is shared by the riders. TPO also maintains a data base of names matching people for carpools if they live and work in the same areas. Commuters who join a carpool or vanpool are covered by a service that gives them free taxi rides if unexpected emergencies arise during the day and they need immediate transportation. Convincing people who have never before shared rides to work to do so remains the largest challenge associated with carpools and vanpools, even when folks understand the transportation cost savings they can achieve.
- North Florida TPO and JTA are both investigating alternative transit options in the region, including commuter rail, streetcars, extending the Skyway, a water ferry, and bus rapid transit. As part of its *Transportation Plan Envision 2035* program, the TPO held a series of workshops in August, 2009, to solicit public opinion on how they would like to see transportation evolve over the next 25 years. Once the results of the workshops have been compiled and preferences for the various options are identified, TPO will then conduct appropriate feasibility studies and assemble a transportation plan that includes estimated costs for all projects listed. After the tentative plan is established, TPO will hold more public meetings this fall to get additional feedback before approving a final draft by the end of the year. JTA is already moving ahead with bus rapid transit and is now reviewing the feasibility of commuter rail. It hired a consultant in May, 2009, to conduct a study of a commuter rail system from as far north as Yulee to as far south as Green Cove Springs and St. Augustine. Funding of additional public transit options remains the largest unanswered question mark.


**Final Status:** Recommendation 8 Partially Implemented - 

**Recommendation 9:** *The Jacksonville Regional Chamber of Commerce, as well as the other Chambers of Commerce, and the City of Jacksonville – as models to businesses – should encourage and offer incentives to employees to use mass transit and offer further alternatives to single occupant vehicles such as vanpools and carpools.*

**Results:** During the Air Quality Study and prior to it, the North Florida Transportation Planning Organization (TPO) had been administering and actively marketing to employers and employees in a five-county area a commuter services/ride share program with vans and carpools to and from work funded by the Florida Department of Transportation.

Working with both large and small employers and area chambers through a targeted outreach program using various communications tools (including media), the First Coast Commuter Services implemented a successful campaign with the Mayo Clinic when they opened their new hospital in April 2008, which continues today. Working with various Mayo representatives over several months and building on a corporate philosophy of ride sharing since many employees already did so, approximately 100 carpools were officially registered in the electronic data base. Various carpools took the second step of enrolling in the Emergency Ride Home Program, which provides cab rides at no cost to participants under a half-dozen emergency situations. Mayo added incentive parking in a centrally-located and gated lot attractive to employees.

The North Florida TPO continues its Commuter Services Program to encourage employers and employees to consider car and vanpooling and works with area Chambers in sharing the message.

**Final Status:** Recommendation 9 Partially Implemented - 

**Recommendation 10:** *To reduce vehicle emissions from excessive and unnecessary idling in traffic, the City of Jacksonville should follow the example of other successful cities employing Intelligent Transportation System technology.*

**Results:** As a member of the First Coast Intelligent Transportation System (ITS) Coalition, the City of Jacksonville is fully engaged in implementation of the First Coast ITS Master Plan, a collaborative effort involving North Florida TPO, JTA, and the Florida Department of Transportation.

In April, 2006, the ITS Coalition launched a study to develop a Regional ITS Master Plan. Completed in fall, 2007, the Master Plan consists of four parts:

- ITS Operational Concept – presents the regional mission, vision, goals and objectives, and identifies the stakeholders that play a part in regional ITS activities.
- ITS Architecture – a roadmap for transportation systems integration in the First Coast region over the next 10 years.

- Approach to ITS Project Planning and Implementation – defines a process that will bring proposed ITS projects in the funding mainstream.
- 5- and 10-year Implementation Plan – establishes the planned ITS deployment for the members of the Coalition in the near- and mid-term periods.

Some ITS components have already been introduced in Jacksonville and a fully functional ITS system will be established by the end of the implementation period described above (see Attachment 6).

On a related note, Mayor Peyton issued a directive (Attachment 7) on October 23, 2008, to all COJ department heads and division chiefs incorporating a “no idling” policy. Idling practices no longer permitted under the new policy are:

- Idling for the purpose of keeping the inside of a city vehicle cooled or heated; or
- Idling during extended waits, such as in stopped traffic or at railroad crossings.

Failure to adhere to this policy could cause the operator in question, at a minimum, to lose the privilege of using fleet vehicles.

**Final Status:** Recommendation 10 Implemented - 

**Recommendation 11:** *In the interest of the community, the Jacksonville Port Authority should lead a partnership of city and state officials, JTA, TPO, individual shipping companies, and CSX Transportation, Florida East Coast Railway, and Norfolk Southern Railway companies to cooperate in increasing rail shipment and decreasing shipment by trucks from new and existing ports to conserve energy, decrease mobile emissions, and relieve traffic congestion in the port area.*


**Results:** Although the project has been delayed because of an international container trade slump stemming from the worldwide recession, CSX Intermodal Inc. and JaxPort remain actively engaged in plans to develop an intermodal transfer facility. Intermodal transfer gives shipping customers better accessibility to rail lines, thus reducing their transport costs. The use of intermodal, which uses more than one form of transport, is expected to increase as more customers realize the economic and environmental benefits of moving materials via rail.

Completion of a new Hanjin terminal which will dramatically increase activity at the Port has been postponed to as late as June 2013, so it is not anticipated that an intermodal facility would be built before then. In addition, expansion of the Panama Canal is expected to be completed in 2014, permitting larger ships to pass through and increasing traffic at Jacksonville’s Port.

The Port Authority has identified three potential sites for the facility, all of which are within a mile or so of the Dames Point terminals. Anticipated cost of the intermodal facility would be between \$100 million and \$120 million, and funding has yet to be pledged. JaxPort Executive Director Rick Ferrin has indicated, however, that if the facility is built on Port Authority

property, he would seek federal and state funding and also use money set aside for reducing emissions caused by trucking.

TraPac, which operates the new container terminal already in use at Dames Point, hopes that CSX and Norfolk Southern Railway companies will ultimately be able to share the new intermodal facility, though it would be highly unusual for two competing railroads to do so. It is not yet known whether TraPac would help fund the project, but the company is building an intermodal facility at its terminal at the Port of Los Angeles.


**Final Status:** Recommendation 11 Partially Implemented - 

**Recommendation 12:** *The Florida Legislature should establish a Northeast Florida Regional Transportation Authority (or expand the scope of JTA throughout the region) and authorize appropriate, broad based regional funding mechanisms to create and implement regional transportation plans. The NE Florida Regional Transportation Authority should thoroughly explore the achievability of all manner of mass transit including light rail, commuter rail, and water-borne transportation systems.*

**Results:** After much discussion in recent years, the concept of a regional transportation authority is finally gaining traction with a number of stakeholders and elected officials in Northeast Florida. Helping to pave the way for the Jacksonville Transportation Authority to assume this role, the Florida State Legislature recently approved a bill that enhances the ability of JTA to plan and develop transportation projects throughout Northeast Florida. As an agency of the State, JTA will now be allowed to enter into public-private partnerships and issue revenue bonds either on its own or through the state's Division of Bond Finance.

The new law also directs JTA and the Florida Department of Transportation to conduct a feasibility study of creating a regional transportation network in Northeast Florida. The study, which must be completed and sent to the Legislature by February, 2010, is designed to create a framework for how a regional transportation authority would work. The new law also gives JTA the ability to expand into multiple counties and pursue commuter rail and bus rapid transit throughout the region.

The North Florida Transportation Planning Organization (TPO) recognizes that a regional transportation authority could potentially provide a solution to declining state transportation funding by issuing bonds, levying taxes, and creating toll roads. As a result, the TPO (an independent agency responsible for developing regional transportation plans) supports a regional transportation authority and is actively advancing the concept.

**Final Status:** Recommendation 12 Partially Implemented - 

**Recommendation 13:** *The Florida Legislature should empower the Northeast Florida Regional Council with authority to coordinate and enforce regional planning including transportation, land use, and the natural environment. The Legislature should provide the Regional Council*


*with a dedicated source of revenue for sufficient, broad-based resources and staffing to perform these additional functions effectively.*

**Results:** No progress has been made with regard to formal empowerment by the State Legislature of the Northeast Florida Regional Council (NEFRC) to coordinate regional planning.

Significant progress spearheaded by NEFRC was made over the past two years, however, in bringing the seven-county area together to develop a shared vision for the future. In that sense, the NEFRC is accepting a leadership position similar to that envisioned by Recommendation 13, and it is receiving the support of local government and civic leaders throughout the region.

NEFRC and Urban Land Institute combined to lead an unprecedented growth planning effort called *Reality Check First Coast* aimed at shaping the way the Northeast Florida region will look in the future. The project was implemented over several stages, including online surveys, and seven simultaneous town hall meetings on March 23, 2009, to provide an opportunity for the public at large to participate. The final stage, “game day”, was held on May 21, and was a day-long session involving 300 civic leaders who divided into working groups of 10 and sculpted their view of the region’s future using interlocking Lego blocks. The project incorporated consideration of transportation, land use, and environmental planning, and it was the ultimate objective of each table to determine what the guiding principles for future growth should be.

NEFRC Executive Director Brian Teeple explained that by fall 2010, the program can be used as a model and as the impetus of a “compact” agreed upon by governments in the seven counties. Then, he said, it will lead to changes in county comprehensive plans and unite the goals of all seven counties. Never before had such an ambitious planning project been attempted in Northeast Florida, but in the aftermath of *Reality Check*, it became clear that stakeholders throughout the region recognized the importance of a coordinated planning effort and the role of the NEFRC in helping to guide it.

**Final Status:** Recommendation 13 Partially Implemented - 

**Recommendation 14:** *The United States Congress should adopt improved Corporate Average Fuel Economy (CAFE) standards to reduce mobile emissions from passenger cars and light trucks.*

**Results:** In 2007, Congress passed the Energy Independence and Security Act (EISA) which prescribed annual fuel economy increases for automobiles beginning in 2011, resulting in a combined fuel economy fleet average of at least 35 miles per gallon by 2020. These standards were not as aggressive as California and a number of other states (including Florida) preferred, but they were prohibited by the EPA from adopting stricter standards. The matter was in litigation until shortly after the Obama administration took office, at which point it became clear that improved fuel economy standards would be expedited.

Subsequently, the law suit was dropped by California, and on May 19, 2009, the Obama administration announced tough new standards for tailpipe emissions, establishing the first nationwide regulation for greenhouse gases. It will also raise fuel efficiency targets to 35.5 miles per gallon for new cars and light trucks by 2016, four years earlier than required under the 2007 federal energy bill. The new standards will require cars to average 39 MPG, while light trucks will need to average 30 MPG.

**Final Status:** Recommendation 14 Implemented - ✓





***The following individuals participated in some portion or the entire advocacy period of the Air Quality Task Force. Their interest and dedication are sincerely appreciated:***

*Donald D. Anderson, Chair*

*Subcommittee Chairs:*

*Mary Hayford*

*Scott Skinner*

*Christi Veleta*

*Jay Worley*

*Task Force Members:*

Sarah Boren

David Boyer

Denise Bunnewith

Cathy Clark

Cara Connolly

Bruce Doueck

James Geller

Jennifer Gornto

Gabe Hanson

Mike Hartman

Wayne Hogan

Jennifer Holbrook

Joanne Kazmierski

Karen Kempf

Berdell Knowles

Bill Larson

Marci Larson

Athena Mann

Mike McCarthy

Mark McCranie

Dave McLintock

Quilla Miralia

Steve Pace

Chris Rogers

Vince Seibold

Paul Steinbrecher

Allen Tilley

Peggy Tilley

Susan White



# **ATTACHMENTS**



OFFICE OF THE MAYOR

John Peyton, Mayor

EXECUTIVE ORDER NO: 2008-03

**TO:** All Elected Officials, Department Heads, Division Chiefs, Boards and Independent Agencies

**FROM:** John Peyton, Mayor

**SUBJECT:** Sustainability Policy for City of Jacksonville Departments.

---

By virtue of the authority vested in me as Mayor by the Charter and as Chief Executive and Administrative Officer of the Consolidated Government, it is ordered as follows:

**Definitions:** For purposes of this executive order, the following terms shall have the following meanings:

The term *City* shall mean the City of Jacksonville.

The term *department* shall have the same meaning that term has in Section 21.101(a), *Ordinance Code*.

The term *sustainability* shall mean an initiative aimed at enhancing responsible management of energy, recyclables and waste materials ensuring the protection of natural resources resulting in a positive economic impact throughout the City of Jacksonville.

**Purpose:** This executive order creates a non-regulatory office to be known as the "Office of Sustainability Initiatives" within the Office of the Director, Environmental and Compliance Department. It designates the Deputy Director of the Environmental and Compliance Department as the City's "Sustainability Officer", *ex officio*. It establishes the sustainability policy for the operations of the departments of the City.

The Sustainability Officer will chair the "Sustainability Team" consisting of representatives of all City departments reporting to the Mayor. The Sustainability Team will work towards implementing the policies and procedures established under this executive order.



This Executive Order is divided into the following five (5) sections:

Section 1 – Green Building and Energy Conservation

Section 2 – Vehicle Replacement and Operation

Section 3 – Materials and Waste Management

Section 4 – Water Conservation

Section 5 – Sustainability Policy

### **Section 1 – Green Building and Energy Conservation**

- 1.0 After the effective date of this executive order, all new facilities and new improvements to existing facilities, that will be constructed with City funds, are to be designed, constructed, operated, and maintained according to the principles outlined in the U.S. Green Building Council's Leadership in Energy and Environmental Design ("LEED") standards, and/or are proven to be economically feasible using a cost benefit analysis of proposed projects.
  - a. All applicable new City building/facility construction and major renovations will be built and certified to the appropriate LEED standards, and achieve Energy Star status.
  - b. All capital improvement projects as well as small renovation and repair projects shall be designed and constructed using LEED principles.
  - c. All existing and future City owned and operated facilities shall incorporate all appropriate LEED-EB ("Existing Buildings") principles into facility operation and maintenance.
  - d. All projects that are not eligible for LEED certification shall implement recognized best management practices for sustainability.
  - e. Any review will be performed within the existing review process thereby not creating any additional review requirements.
- 1.1 It shall be the policy of the City to improve energy conservation and increase efficiency in all City buildings/facilities, and to pursue renewable energy projects and programs.

### **Section 2 – Vehicle Replacement and Operation**

- 2.0 The City's Green Fleet program is designed to ensure that the City procures and operates a fleet of vehicles that minimizes environmental impact, enhances domestic energy security, and maximizes fuel efficiency and diversification.
- 2.1 The City shall establish an idling policy for all its vehicles.

- 2.2 All light-duty vehicles in need of replacement will be replaced with hybrids, alternative fuel vehicles, or the most fuel-efficient and least-polluting vehicles available for specific functions whenever cost and reliability are similar to traditional vehicles.
- 2.3 All City diesel vehicles will use biodiesel fuel that replaces at least 20% of the petroleum content with fuel derived from biological sources when operationally and economically feasible. The use of biodiesel substantially reduces hydrocarbon and particulate emissions compared to 100% petroleum diesel fuel.
- 2.4 The City will reduce petroleum use by the City's fleet through an increase in the fleet's average fuel economy; increased purchase of hybrid, alternative fuel, and fuel-efficient vehicles; and a decrease in vehicle miles traveled.

### **Section 3 – Materials and Waste Management**

- 3.0 All departments shall direct efforts to utilize recycling services and pursue integrated waste management strategies that include reducing consumption, collecting used materials for reuse or recycling, and purchasing cost-competitive recycled and recyclable products.
- 3.1 It shall be the policy of the City to procure products and services that minimize harmful effects to human health and the environment. All City departments shall consider the environmental impact of products and services to be provided to the City and this consideration shall be a component of evaluation, along with the traditional criteria of price, performance, availability, and other factors.
- 3.2 Environmentally preferable products and services have a reduced impact on worker health and safety, public health and safety, and the environment when compared with competing products and services that perform the same function. The product or service comparison shall consider raw material acquisition, production, manufacturing, packaging, distribution, reuse, operation, maintenance, and disposal. Examples include but are not limited to products and services that are energy efficient or durable; can be recycled or reused; contain recycled materials (especially post-consumer content); are free of toxic substances; emit lower levels of volatile organic compounds; pose minimal health hazards, pollution potential, or regulatory liability; and save natural resources. Particular attention should be given to products where manufacturer take-back recycling can be utilized.
- 3.4 All construction projects using City funds, including new construction, large and small renovations, and CIP projects shall, to the maximum extent practicable, recycle construction and demolition waste, and install building materials that contain recycled content wherever possible. Project teams shall use the U.S. Green Building Council's LEED program for guidance in construction and demolition waste recycling and use of recycled materials.

#### **Section 4 – Water Conservation**

- 4.0 The City will demonstrate wise water use in City facilities, buildings, and parks through identification of water inefficiencies and implementation of water conservation projects to improve plumbing fixtures, irrigation systems, swimming pool operations, and other water uses.

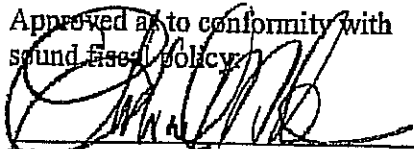
#### **Section 5 – Sustainable Maintenance Practices**

- 5.0 All City employees and contractors must be familiar with and follow the City's Sustainability Policy, which shall be used as a tool to complement the sustainability directives described in this executive order, and will support systematic environmental management in all City departments.
- 5.1 The Sustainability Officer in cooperation with the Department of Public Works will develop a new Green Cleaning Policy for all City-managed building maintenance programs and for any new contracted maintenance services.
- 5.2 Within 60 days, from the effective date of this executive order, the Chief of Procurement, in consultation with City departments, shall publish Environmentally Preferable Procurement ("EPP") guidelines covering all goods and services purchased for building maintenance and operations.
- 5.3 All City departments shall seek to expand recycling programs in all municipal buildings and new cleaning services contracts

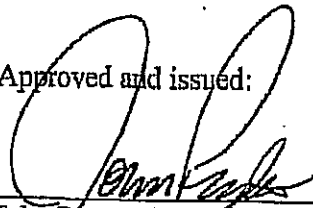
**Effective Date:** This executive order shall become effective upon signature of the Mayor and shall operate prospectively from that date.

**[Remainder of page intentionally left blank. Signature page follows immediately.]**

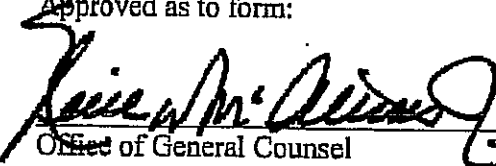
Approved as to conformity with  
sound fiscal policy:

  
Director of Finance

Approved and issued:

  
John Peyton, Mayor

Approved as to form:

  
Office of General Counsel

Approval Date: 9-26-08

Effective Date: 9-26-08

G:\Gov't Operations\NEILLM\Executive Order for Sustainability Policy (3).doc





May 21, 2008

Mr. Daniel Davis  
President  
Jacksonville City Council  
117 W. Duval Street, Suite 425  
Jacksonville, FL 32202

**Support for the City's Green Building Ordinance**

Dear Councilman Davis:

Jacksonville Community Council, Inc.'s volunteer Air Quality Task Force strongly supports the Green Building Ordinance currently being considered by the Jacksonville City Council. The short and long-term economic benefits of sustainable practices are well documented in both the public and private sectors. Your vision to pursue sustainable practices during these fiscally challenging times underscores the importance of informed leadership both for the quality of our environment and the region's economic success. A forward-thinking business community and healthy environment support the strong image the City is working to project locally and beyond our own borders.

The JCCI Air Quality Task Force, comprised of nearly 40 committed citizens from all walks of life, recognizes the positive contribution of sustainable practices to the City's budget, our overall quality of life and the prosperity of our business community. The air we breathe and the water we drink have a profound impact on our quality of life. A healthy environment is foundational to consumers, workers and the businesses they support.

Buildings have a profound impact on our City and its natural environment, economy, health and productivity. In the United States alone, buildings account for over 30% of energy use, 30% of greenhouse gas emissions, 30% of raw material use, and 12% of all potable water use.

Your vision to accept this ordinance will significantly help Jacksonville meet the challenges of tight operating budgets. For example, in achieving LEED EB certification, Thomas Properties in California expended \$500,000 in efficiency upgrades and generated \$610,000 in annual savings, a net return of more than \$2.5 million over 5 years.

Beyond the obvious economic benefits, Sustainable Buildings are also recognized for improving air and water quality, reducing solid waste generation and conserving natural resources. Taken as a whole, Green Buildings and the communities that promote them contribute to quality of life improvements and reduced operating expenses.

Proactively advancing Jacksonville's sustainability posture would generate concrete examples of the City's commitment to conserving natural resources. Tangible examples where this clear commitment may prove to be vital to the community are in regional discussions on water management policies (for example, discussions at the State level on TMDL policy and river withdrawal issues) or in the rulemaking process associated with Governor Crist's executive orders on greenhouse gas reductions. Similarly, the City would be able to more effectively address the myriad of federal regulations and bills on sustainability currently being considered in Washington, D.C.

Beyond the economic and regulatory benefits of sustainable practices, there is the element of public image and perception. As we compete with other cities in the Southeast for businesses, we are competing against communities that have placed a high premium on the quality of life they offer their citizens and potential citizens.

We are truly blessed by recreational and relaxation opportunities provided by the St. Johns River, the ocean, estuaries and fresh water ecosystems. Augmenting these treasures with a commitment to conserving natural resources through pragmatic sustainable solutions places our competitors at a significant disadvantage and ensures that these resources are preserved for future generations.

In conclusion, the Green Building Ordinance is a significant first step by the City of Jacksonville to publicly acknowledge the economic, social and environmental benefits of sustainable practices. As such, the JCCI Air Quality Task Force urges the City Council to pass this ordinance. Do not hesitate to contact me if we may be of assistance on this matter. Thank you very much for your consideration.

Sincerely,

*Donald D. Anderson / eam*

Donald D. Anderson  
Chairman  
JCCI Air Quality Task Force

Substituted &amp; Enacted 4/14/09

Introduced by Council President at the request of the Mayor and substituted by the Transportation, Energy & Utilities Committee:



Attach.tif

**ORDINANCE 2009-211-E**

AN ORDINANCE AMENDING THE MUNICIPAL CODE TO  
CREATE A NEW CHAPTER 327, *ORDINANCE CODE*,  
ESTABLISHING A SUSTAINABLE BUILDING PROGRAM  
FOR THE CITY OF JACKSONVILLE; SETTING FORTH  
INTENT, APPLICABILITY, DEFINITIONS,  
ADMINISTRATION, STANDARDS, AND INCENTIVES FOR  
PROGRAM; CREATING A TEMPORARY SUSTAINABLE  
BUILDING CERTIFICATION REFUND GRANT PROGRAM;  
APPROPRIATING \$100,000 FROM THE ENVIRONMENTAL  
PROTECTION TRUST FUND FOR THE GRANT PROGRAM,  
AS INITIATED BY AMENDED B.T. 09-084; PROVIDING  
FOR CARRYOVER THROUGH FISCAL YEAR 2013-2014;  
WAIVING CONFLICTING PROVISIONS OF SECTIONS  
111.755 (ENVIRONMENTAL PROTECTION FUND) AND  
360.602 (USES OF FUND), *ORDINANCE CODE*;  
PROVIDING AN EFFECTIVE DATE.

**WHEREAS**, sustainable development helps balance the expansion  
of the City and preservation of our quality of life; and

**WHEREAS**, Jacksonville has demonstrated its commitment and  
leadership through the Green Homes Initiative; and

**WHEREAS**, architects, developers, builders and owners are  
voluntarily making the commitment to design and construct  
sustainable buildings and homes in Duval County; and

**WHEREAS**, Jacksonville commits to high performance building  
practices that protect the quality of our air, water and other

1 natural resources; provide employees, the public and the owners  
2 with safe and healthy indoor and outdoor environments, reducing  
3 developments impact on our God-given environment; and

4 **WHEREAS**, the Florida Green Building Coalition has developed  
5 voluntary programs for the development and operation of sustainable  
6 commercial, residential buildings and planned use developments; and

7 **WHEREAS**, the U.S. Green Buildings Council has developed the  
8 Leadership in Energy and Environmental Design rating systems for  
9 new and renovated commercial buildings, and new residential  
10 buildings and developments; and

11 **WHEREAS**, standards adopted for the Sustainable Building  
12 Program will advance the Jacksonville Green Homes Program, the  
13 Environmental Protection Agency Energy Star Program, the Water  
14 Management District Florida Water Star Program, and other programs  
15 advancing the goals of the Jacksonville Sustainable Building  
16 Program; and

17 **WHEREAS**, Mayor John A. Peyton promulgated Executive Order  
18 Number 2008-03 which establishes a Sustainability Officer to  
19 implement and promote sustainability policies and procedures  
20 regarding the City's buildings, fleet, materials and waste  
21 management, water conservation, and maintenance practices; and

22 **WHEREAS**, Executive Order 2008-03 established the framework for  
23 including publicly-owned buildings in the City's sustainability  
24 efforts; and

25 **WHEREAS**, the issue of promoting sustainable building is of  
26 such importance that incentives to encourage the construction of  
27 sustainable buildings by the private sector is warranted; and

28 **WHEREAS**, the issue of promoting sustainable building is of  
29 such importance that it should be codified in the City of  
30 Jacksonville's Ordinance Code; and

1       **WHEREAS**, Section 255.2575 of the Florida Statutes requires  
2 that county and municipal buildings meet certain sustainable  
3 building ratings such as the U.S. Green Building Council's LEED  
4 system, GBI's Green Globes, the Florida Green Building Coalition  
5 green building standards, or some other nationally recognized  
6 building rating standard; now therefore

7       **BE IT ORDAINED** by the Council of the City of Jacksonville:

8       **Section 1. Creation of New Chapter 327, SUSTAINABLE BUILDING**  
9 **PROGRAM.** There is hereby created a new Chapter 327, *Ordinance*  
10 *Code*, entitled SUSTAINABLE BUILDING PROGRAM, to read as follows:

11       **CHAPTER 327. RESERVED SUSTAINABLE BUILDING PROGRAM**

12       **Section 327.101. Intent.**

13       It is the intent of the Council in creating this Sustainable  
14 Building program to demonstrate a substantial commitment on the  
15 part of the City to finance, plan, design, construct, manage,  
16 renovate, commission, maintain and deconstruct County Buildings  
17 with sustainable building standards and to support development of  
18 privately owned buildings in Jacksonville to sustainable standards.  
19 The purpose of this program is to provide the City with a  
20 certification-based "sustainable building" program to promote  
21 sustainable and environmentally friendly practices of design,  
22 construction, commissioning, maintenance and retirement for  
23 buildings. It also the intent of Council to comply with section  
24 255.2575, Florida Statutes (2008).

25       **Section 327.102. Applicability.**

26       (a) All new buildings owned by the City, including its  
27 independent agencies or authorities, will follow the requirements  
28 of this Chapter. All new City-owned buildings shall, at a minimum,  
29 obtain approved sustainable building certification for any  
30 buildings in the project.

31       (b) All modifications to existing City-owned buildings where

the total renovation include more than fifty percent of the total building square footage shall follow the requirements of this Chapter.

(c) For all other construction projects, including all private construction projects, compliance with this Chapter is voluntary.

**Section 327.103. Definitions.**

For purposes of this Chapter, the following terms, words and phrases shall have the following meanings:

*Alternative sustainable building certification system* means a system adopted by the Environmental Protection Board for establishing sustainable building certification standards in addition to, and as an alternative to, LEED certification, GBI's Green Globes rating system, or FGBC green building standards.

*Department* means the Environmental and Compliance Department

*FGBC* means the Florida Green Building Coalition.

*FSEC* means Florida Solar Energy Center, a unit of the University of Central Florida.

*GBI's Green Globes* mean the Green Building Initiative's Green Globes rating system.

*LEED* means the Leadership in Energy and Environmental Design Rating System of the U.S. Green Building Council.

*Sustainable building* means generally the resource efficient design, construction, and operation of buildings by employing environmentally sensible construction practices, systems, and materials. Sustainable building also means an office, residential or civic structure which has obtained sustainable building certification.

*Sustainable building certification* means the final designation awarded to a program participant for a particular project for satisfying all requirements associated with LEED certification, GBI's Green Globes rating system, FGBC's standards, or other

1 certification systems approved by the Environmental Protection  
2 Board.

3 *Third party rater* means an independent third party certified  
4 by the USGBC, FGBC, GBI or an alternative sustainable building  
5 certification system as a sustainable building rater qualified to  
6 verify that the building project has satisfied all of the  
7 requirements associated with the standards applicable to a  
8 particular project.

9 *USGBC* means the U.S. Green Building Council.

10 **Sec. 327.104. Administration.**

11 (a) The Public Works Department is responsible to ensure  
12 compliance with applicable requirements of this Chapter in the  
13 construction of new City-owned buildings. The Public Works  
14 Department in consultation with the Department is also responsible  
15 for reviewing, assessing and making determinations concerning  
16 existing City owned buildings being considered for participation in  
17 the Sustainable Building Program and, in the event such buildings  
18 are so included, for ensuring compliance with the requirements of  
19 this Chapter.

20 (b) The Environmental Protection Board may, through its rule-  
21 making process, adopt alternative sustainable building  
22 certification systems.

23 (c) The Department shall coordinate at least one training  
24 workshop per year for the purpose of educating City staff and  
25 current and potential participants in the Jacksonville Sustainable  
26 Building Program on the program and its benefits and requirements.  
27 The Environmental Protection Fund may be utilized as a source for  
28 such training, subject to appropriation by the Council,  
29 notwithstanding the limitations of Sections 111.755 and 360.602.

30 (d) The Planning and Development Department shall provide fast  
31 track development review pursuant to section 327.106(a). The

1 Planning and Development Department Director may, upon a showing of  
2 just cause by the aggrieved party, reconsider the administrative  
3 decision to deny persons or entities access to future fast track  
4 development review pursuant to section 327.106(a).

5 (e) The Sustainable Building Program shall be administered on  
6 either a per-unit or per-development basis, as specified at the  
7 time of permitting. "Per-unit" means each unit built, except that  
8 any multi-family dwelling or similarly clustered structure may  
9 count as one unit. "Per-development" means each Planned Use  
10 Development, subdivision, or business park.

11 **Sec. 327.105. Standards.**

12 Published LEED standards of the USGBC, FGBC green building  
13 standards, GBI's Green Globes rating system, or standards of an  
14 alternative sustainable building certification system shall be used  
15 to measure compliance of buildings participating in the Sustainable  
16 Building Program.

17 **Sec. 327.106. Incentives.**

18 The incentives contained in this section are intended to  
19 encourage the construction of sustainable buildings. For any  
20 program participant seeking sustainable building certification for  
21 new residential or commercial construction, residential or  
22 commercial retrofitting/remodeling or new City-owned buildings, the  
23 following incentives shall be made available:

24 (a) *Fast track development review:*

25 (1) Development services, including preliminary site plan  
26 review (including 10-set review), submitted or resubmitted for  
27 review, for Sustainable Building Program projects shall be given  
28 priority over projects which are not Sustainable Building projects  
29 by all City departments reviewing such applications.

30 (2) Applications for administrative deviations pursuant  
31 to section 656.109, when submitted to facilitate sustainable



1 building certification, shall be given priority over other  
2 applications which are not Sustainable Building Program projects,  
3 to the extent possible consistent with the time requirements of  
4 section 656.109.

5 (3) Applications for plat approval pursuant to Chapter  
6 654 shall be given priority over other applications provided the  
7 developer records on the public records of Duval County covenants  
8 or other restrictions sufficient to require that all homes in the  
9 subdivision will be constructed so as to qualify for sustainable  
10 building certification.

11 (4) Requests for relief from the requirements of section  
12 656.607(i), when submitted to facilitate sustainable building  
13 certification, shall be liberally construed to promote such  
14 certification.

15 (5) Applicants who obtain priority status pursuant to  
16 this section shall provide proof of sustainable building  
17 certification to the Department within 180 days of construction  
18 completion, as defined by Certificate of Occupancy issue date.  
19 Application forms for sustainable building certification and  
20 agreements with property owners or developers seeking priority  
21 status may provide that property owners or developers who obtain  
22 priority status but fail to obtain sustainable building  
23 certification may be denied future priority status by the Director  
24 of the Planning and Development Department.

25 (b) *Designation:* The Department shall coordinate a program  
26 of recognition, on the internet or through other additional means,  
27 identifying permitted construction as a sustainable building  
28 project with benefits to the community and the environment.

29 (c) *Refund of certification expenses:* Subject to, and  
30 within the limits of, funds appropriated by the Council for the  
31 purposes set forth in this subsection, owners or developers of

Sustainable Building Program projects may receive a refund of the actual costs of sustainable building certification pursuant to the Sustainable Building Certification Refund Grant Program administered through the Environmental Protection Board.

**Section 2. Appropriation.** For the 2008-2009 fiscal year, within the City's budget, there are hereby appropriated the indicated sum(s) from the account(s) listed in subsection (a) to the account(s) listed in subsection (b):

(Amended B.T. 09-084 attached hereto as **Revised Exhibit 1**, labeled as "Revised Exhibit 1, Amended B.T. 09-084, March 17, 2009 - TEU" and incorporated herein by this reference)

(a) Appropriated from:

**Environmental Protection Trust Fund**

See Amended B.T. 09-084 \$100,000.00

(b) Appropriated to:

**Sustainable Building Certification Refund Program**

See Amended B.T. 09-084 \$100,000.00

**Section 3. Purpose.** The purpose of the appropriation in Section 2 is to provide funding for a Sustainable Building Certification Refund Grant Program, as authorized in Section 4, which is temporary in nature and intended to create incentives to achieve sustainable building certification as provided in Chapter 327, *Ordinance Code*.

**Section 4. Approval and Authorization of Sustainable Building Certification Refund Grant Program.** The Council hereby approves and authorizes the Sustainable Building Certification Refund Grant Program ("Grant Program") substantially in the form of the draft dated March 2009, attached hereto as **Exhibit 2**, labeled as "Exhibit 2, Sustainable Building Certification Refund Grant Program, March

16, 2009 - Rules Committee" and incorporated herein by this reference.

**Section 5. Carryover.** The funds appropriated in this ordinance shall not lapse but shall carryover from year to year through fiscal year 2013-2014.

**Section 6. Sections 111.755 (Environmental Protection Fund) and 360.602 (Uses of the Fund), Ordinance Code Waived.** Sections 111.755 (Environmental Protection Fund) and 360.602 (Uses of the Fund), which describe the limited purposes that the Environmental Protection Fund may be used, are hereby waived so as to allow the use of the Environmental Protection Trust Fund for the specific purposes set forth in Section 3 in order to provide an incentive and build momentum for the development community to construct sustainable buildings.

**Section 7. Ongoing Review.** The Department is directed to maintain a continuing review of local, state and national sustainable building programs and make recommendations to the Council for any changes to this Chapter as a result of changes in laws, practices or technologies concerning sustainable building programs.

**Section 8. Effective Date.** This Ordinance shall become effective upon signature by the Mayor or upon becoming effective without the Mayor's signature.

Form Approved:

/s/ Kristina G. Nelson

Office of General Counsel

Legislation Prepared By: Kristina G. Nelson

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## ENVIRONMENTAL AND COMPLIANCE DEPARTMENT



May 26, 2009

Michael Sole, DEP Secretary  
3900 Commonwealth Boulevard  
Tallahassee, FL 32399-3000

**RE: Ambient Air Monitoring and Title V Funding**

Dear Secretary Sole:

The City of Jacksonville was informed through an e-mail (copy enclosed) on May 7, 2009 of the DEP's intent to eliminate the Ambient Air Monitoring contracts and reduce funding for Title V programs that it requires of the Local Programs for the upcoming contract year. The content and method of delivery is extremely disappointing as it potentially decimates the cooperative efforts undertaken historically by the Local Programs and DEP.

DEP's decision to redirect funding that FLERA, the Local Programs, and the Jacksonville Environmental Protection Board (EPB) worked diligently to have the Governor re-establish in the State budget appears to be contrary to those efforts. On March 18, 2009, in response to an EPB Member's question at the Town Hall meeting in Mayport, the Governor recognized that Local Programs are an integral part of the overall effort to manage the state's environmental priorities. The Governor was clear in his support of Local Programs addressing local environmental issues, and the maintenance of Home Rule. DEP's position seems to undermine the Governor's stated position and efforts to maintain current level funding to the Local Programs.

The elimination of the Ambient Air Monitoring Contracts by DEP will place the major population areas in a situation where adequate Ambient Air Monitoring to assess compliance with National Ambient Air Quality Standards will not be achieved. Additionally, the proposed reduction in Title V program funding to allow Local Programs to be reimbursed only for Salaries, Fringe Benefits, and Indirect Costs appears to be in contradiction to the Federal/State Title V requirements: It is our understanding that Title V funds are only to be used on Title V projects. The Title V fees collected from all Title V air pollution sources are to pay for all direct and indirect costs. DEP's current position purports to ignore this fundamental requirement. It appears that DEP is holding the Local Programs to a different standard than it is willing to apply to its own operations. Since DEP has historically earmarked some of those monies to the State general funds, a potential remedy going forward would be for DEP to return such monies to the Title V fund to be used for the program purpose to the mutual benefit of DEP and the Local

Michael Sole, DEP Secretary

May 26, 2009

Page 2

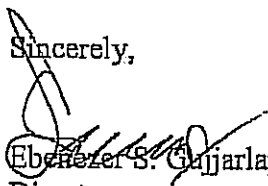
Programs. This potential remedy is supported by EPA audit findings and the enclosed letter from Office of the Governor.

DEP and the Local Programs have made significant environmental improvement; SIPs crafted to bring non-attainment areas into attainment; Title V permit held out as a model by EPA for other States and Local Programs to mirror, amazingly high data capture for all National Ambient Air Quality Standards Pollutants, timely response and resolution of citizen complaints. The historical progress made by the unique cooperative efforts is in danger of being compromised. The Local Programs have, and continue to do the majority of the work in the State to protect the largest population segments of this State. The Local Programs would prefer to work in cooperation with DEP to provide this critically necessary protection.

I respectfully request that DEP reconsider its intent to eliminate the Ambient Air Monitoring contracts and reduce funding for Title V programs and return the necessary funding to the Local Programs, so that we can mutually move forward in protecting our communities.

I look forward to your response.

Sincerely,

  
Ebenezer S. Gujjarlapudi, P.E.  
Director

EG/rdr

c: FLERA  
Florida Local Environmental Programs  
Governor Charlie Crist  
U.S. EPA Region IV



CHARLIE CRIST  
GOVERNOR

STATE OF FLORIDA  
**Office of the Governor**

THE CAPITOL  
TALLAHASSEE, FLORIDA 32399-0001

www.Fgov.com  
850-488-7146  
850-487-0801 fax

AIR POLLUTION CONTROL TR

EOG # 00086

December 27, 2007

Mr. Douglas Darling  
Department of Financial Services  
200 East Gaines Street  
Tallahassee, Florida 32399-0300

EXCEPTIONS:  
CATA 000200 - TITLE V  
100195 - JAX ASBESTOS  
REMOVAL  
PROGRAM F  
100180 - DIST CO-MT  
V REG  
PROCEEDS

Dear Mr. Darling:

Section 215.22(3), Florida Statutes, allows the Executive Office of the Governor to exempt any income from the General Revenue service charge when it is determined that federal matching funds or contributions of private grants to any trust fund would be lost to the state.

The Executive Office of the Governor certifies that income in the Air Pollution Control Trust Fund (Trust Fund 2035; FLAIR Code: 37 20 2 035001 37550100 00 000200 00) of the Department of Environmental Protection includes receipts from annual fees as authorized by the Florida Title V Clean Air Act and Section 403.0872, Florida Statutes from owners and operators of Title V sources, which are sufficient to cover permit program costs. Proceeds from such fees are to be used solely for permit program costs and for that reason are exempt from the service charge to General Revenue.

The Department of Environmental Protection received a letter on September 28, 2007 from the United States Environmental Protection Agency (EPA) regarding their evaluation of the Florida Title V Clean Air Act Program. The letter indicates the current General Revenue surcharge of 7.3 percent appears to be in conflict with the federal requirements of 40 CFR Part 70.9(a) and that failure to resolve this issue in a timely manner could result in the EPA issuing a Notice of Deficiency for the Title V program.

If you have any questions regarding this matter, please contact Scarlet Pigott at (850) 488-5551 or Robert Beck at (850) 487-1880.

Sincerely,

Jerry L. McDaniel, Director  
Office of Policy and Budget

cc: Mr. David W. Martin, Auditor General  
Mr. George LeMeux, Chief of Staff, Executive Office of the Governor  
Ms. Kim Mills, Director of Auditing, Office of the Chief Inspector General  
Mr. Rufus Noble, Department of Environmental Protection  
Senate Fiscal Group  
House Policy and Budget Council



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Mr. Michael W. Sole  
Secretary  
Florida Department of Environmental Protection  
3900 Commonwealth Blvd.  
Tallahassee, FL 32399

January 5, 2009

Dear Secretary Sole:

It has come to my attention that the Department is currently considering funding cuts that would cause significant damage to Jacksonville's ability to protect its air quality. I am writing to you as volunteer Chairman of the Air Quality Advocacy Task Force, a group consisting of many of this community's pre-eminent civic leaders formed nearly two years ago to advocate for implementation of 14 recommendations that came out of a comprehensive eight-month study initiated by Internationally-recognized Jacksonville Community Council Inc. (JCCI). The report of that study was published in June 2007. You can access the study and its results online at [jcci.org](http://jcci.org).

One of the conclusions of the study was this: "Based on the relative size of Duval County and the number of major pollution-generating facilities, not enough air quality monitoring sites are funded and provided, and not enough monitoring is done to identify air quality hot spots." That and other conclusions led to this specific recommendation:

The City of Jacksonville's Environmental Quality Division should evaluate increasing air quality monitoring sites, focusing on "hot spots," and modeling and recommending limits on pollution causing activities.

Nothing we have learned in the months of advocacy we have undertaken to implement these and other recommendations regarding air quality suggests the conclusion and recommendation were unwarranted.

As you may be aware, Jacksonville ranks among the worst communities in the state for its rate of asthma-related emergency room visits, and it is clear that a primary cause is air pollution. We definitely need additional monitoring sites to better understand the relationship between local air pollutants, their preponderance in various locations within the community, and asthma and other respiratory diseases. This is particularly critical for our community's most vulnerable citizens.

In addition, it is commonly speculated that Jacksonville is likely to fall into non-attainment when the new ozone standards are introduced by the EPA. We fully

JACKSONVILLE COMMUNITY COUNCIL INC.



2434 Atlantic Boulevard | Jacksonville, Florida 32207 | 904-396-3052 | Fax 904-398-1469 | [www.jcci.org](http://www.jcci.org) | [mail@jcci.org](mailto:mail@jcci.org)



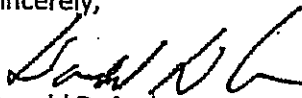
understand the potentially devastating repercussions of this status, and we therefore believe it is critical under these circumstances to consider *adding* new ozone test sites, not reducing their number. The same applies to the city's ability to address the new, stricter lead standards. As we understand the proposed cuts, they will, for all practical purposes, eliminate any ambient air toxic work being done in Jacksonville.

Through strong locally led initiatives like those advanced by the Jacksonville Environmental Protection Board, we have strived to improve air quality in a community that not so long ago brought us unfavorable national attention. Jacksonville has come a long way since the days when it faced air pollution problems severe enough to melt the synthetic clothing people were wearing. With assistance from the DEP and others, Jacksonville has significantly improved its air quality over the past 35 years, and we believe it is critical that we not let our guard down at a time when our community is projected to double in size by 2030.

Our Task Force has worked cooperatively with the local Environmental Protection Board since our inception, and we are encouraged by the progress Jacksonville is making with regard to laying the groundwork for improved air quality in the years ahead. We cannot allow ourselves to slide backwards.

Accordingly, we urge you not to proceed with the suggested reductions in Local Program funding. Please don't hesitate to contact me if I can provide any additional information.

Sincerely,

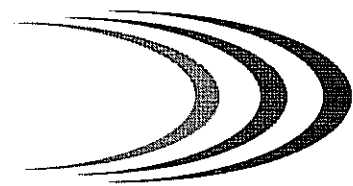
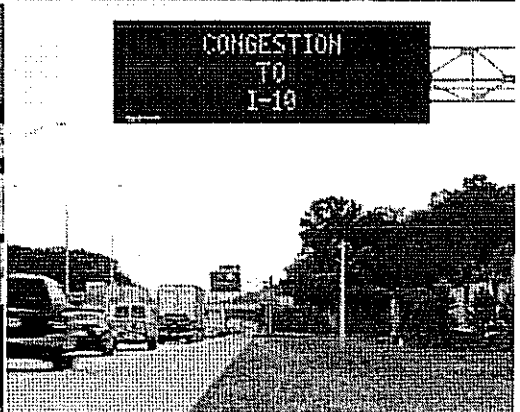
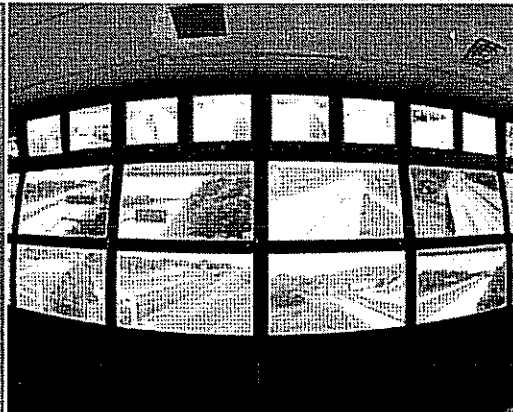
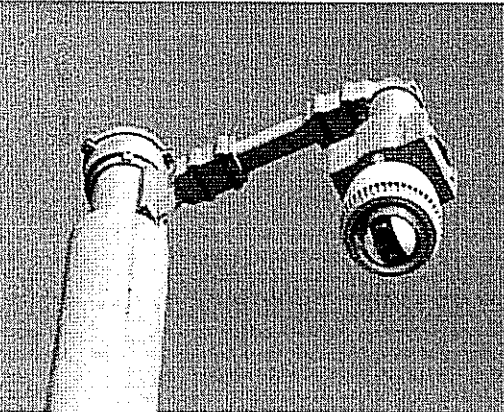
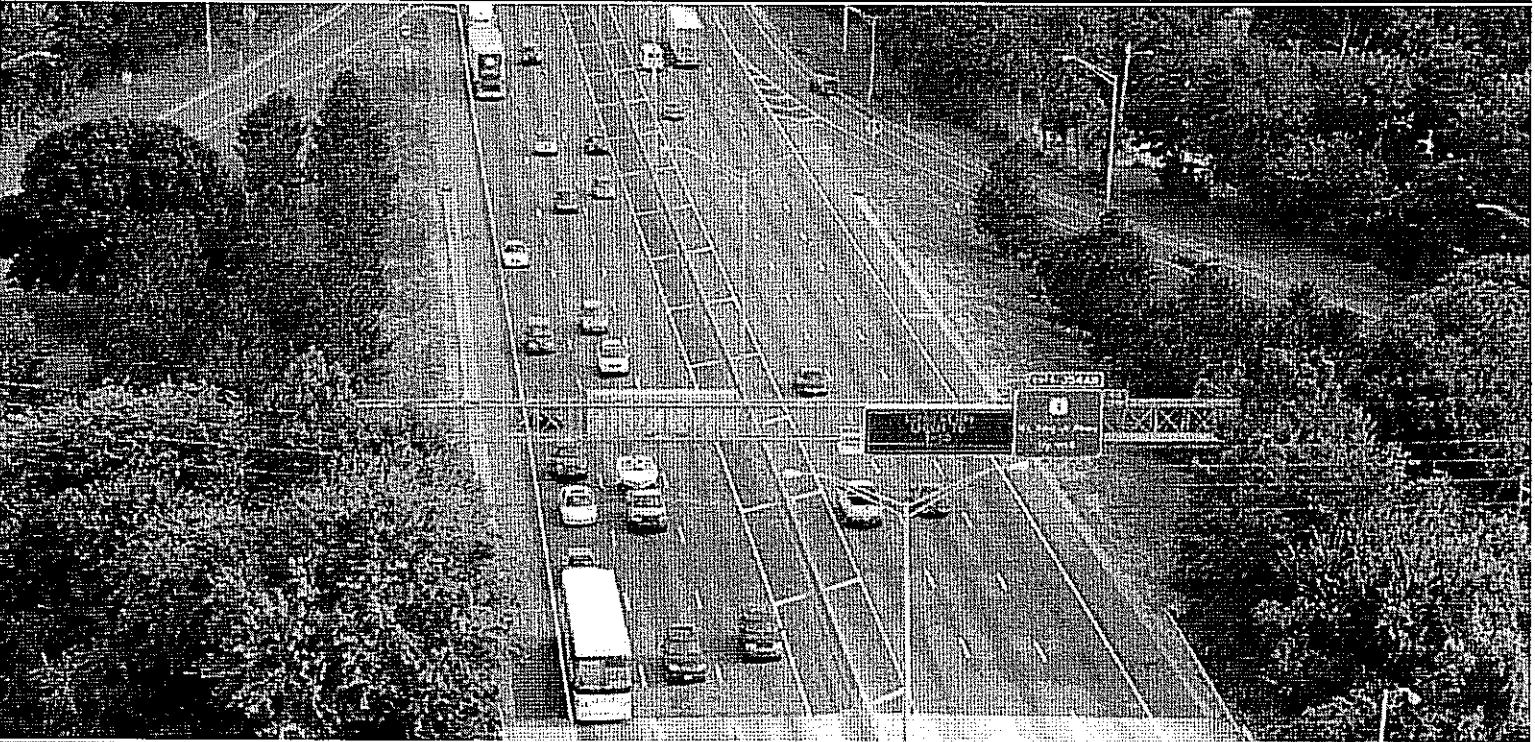
A handwritten signature in black ink, appearing to read "Donald D. Anderson", with a long horizontal flourish extending to the right.

Donald D. Anderson  
Chairman, JCCI Air Quality Advocacy Task Force



# FIRST COAST ITS REGIONAL MASTER PLAN

## Summary



**FIRST COAST  
ITS COALITION**

REGIONAL MASTER PLAN

## ITS – Changing the Way We Travel

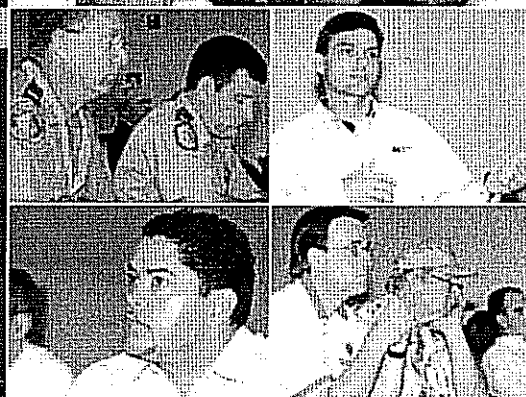
You've seen them on the interstate – those electronic signs warning you of congestion or an accident ahead. Maybe you've noticed those funny looking light poles that really aren't lights at all – they're cameras and sensors. Or now instead of getting your traffic information from TV news or on the radio, you get real-time traffic reports when you want them by calling 511 or logging on to [jax511.com](http://jax511.com).

The use of Intelligent Transportation Systems (ITS) is changing the way we travel every day. This broad range of electronic and wireless technologies is used for freeway management, traveler information, traffic control and construction zones, emergency services and accidents, trucking, rail and transit operations, military operations and homeland security, and special events. When incorporated into our transportation infrastructure and coordinated through institutional partnerships, ITS improves the efficiency of our transportation system and saves lives, time and money.



## First Coast ITS Coalition

The First Coast ITS Coalition was formed to help all agencies and jurisdictions in the region work together to leverage limited resources by coordinating ITS planning and programming under an umbrella organization. With over 100 members representing 60 agencies and organizations in Northeast Florida, the Coalition has provided input and direction in developing a Master Plan to ensure we have systems that not only meet our current needs, but also provide the infrastructure to implement new technologies as they arise. The Coalition met numerous times in stakeholder meetings and workshops to identify needs, recommend solutions and develop a process for integrating ITS into our regional transportation planning efforts.

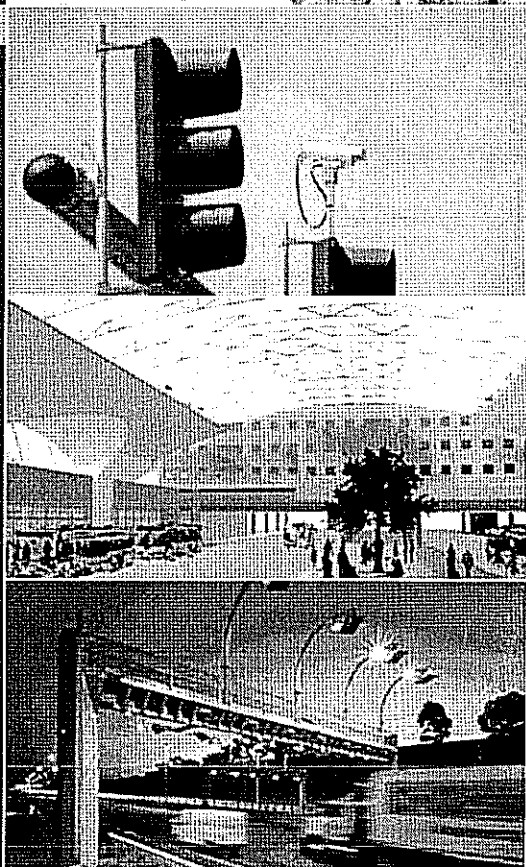


## First Coast ITS Regional Master Plan

### The Master Plan has these major components:

- The Operational Concept identifies the key stakeholders in the region, their roles and responsibilities, and how they interact with one another. It also defines the ITS mission, vision, goals, objectives and performance measures.
- The Regional Architecture is the framework for designing and building intelligent transportation systems that work together across jurisdictional and functional boundaries.
- The Implementation Plan lays out the process for planning and implementing ITS projects. Due to the relatively new nature of ITS and the speed with which it evolves, we need to take an accelerated planning approach. However, because ITS competes with other transportation projects for funding, we must be equally vigilant in quantifying and comparing the investments and outcomes. Because of the interrelationships among ITS, highway and transit projects and multiple agencies and jurisdictions involved, we must also integrate ITS planning into our current regional planning process, while allowing for its unique properties.
- The Five and Ten-Year Plans identify ITS projects in construction and planned for the near-term, as well as mid-term initiatives that will develop as new major systems and technologies change the transportation landscape.

To view the complete Master Plan report and project details, please visit [www.firstcoastmpo.com](http://www.firstcoastmpo.com) and click on "ITS".



## Five Year Near-Term Plan

Near-term projects are in process or planning stages.

<b>Regional Infrastructure &amp; Coordination</b>
Integrate all ITS Services in Regional Transportation Management Center
Integrated Secure Data Fusion Center
Transportation Critical Infrastructure Security
My511 Traveler Information System personalized web and phone traffic reports
<b>Highway</b>
ITS Deployment of cameras, sensors and message signs on I-295 from I-95 S to Main St.; on I-95 from I-295 to the SJC line; and SR 9-A from Main St to I-95 S
Signal System ITS Upgrades for Baymeadows, Southside, Phillips, Central Business District, Atlantic, Beach, State, Union, Emerson, Bay, Lem Turner, Phillips/Emerson, San Jose, Roosevelt
Signal System ITS Upgrades Phase 2 with cameras and message signs for Monument, Atlantic, Beach, Lem Turner, Phillips/Emerson
Closed Circuit TV Camera Deployment on US 17 in Orange Park
Stadium Contraflow Signal System for the Jacksonville Sports Complex and Bay St
<b>Transit</b>
ITS Transit Signal Priority on Atlantic Blvd
Bus Automatic Vehicle Location & Cameras
Automatic Passenger Counter Units in all Buses
Transit Signal Priority for Bus Rapid Transit Corridors
Transit Commuter Alert System
Parking Integration and Direction Signage/ Notice
Real Time Transit Information Signage
I-Stop Electronic Lighted Bus Stop Signage
Queue Jumps (Bus Priority Signal Phasing)
Smartcard Fare Collection
Universal Trip Planner for Transit and Highway Impacts

## Ten Year Mid-Term Plan

Mid-term projects include some that are more conceptual and will be specified as technology evolves.

Integrated Traffic and Emergency Management System with real-time ambulance routing and communications to avoid congestion and rail road crossings that block access to trauma centers.
Integrated Freeway / Expressway Management with highway advisory radio on existing ITS-equipped freeways, ramp meters and/or arterial message signs at key interchanges to encourage diversion when there is congestion or an incident, and integration of my511, message signs and radio to deliver alerts, rerouting info and road weather information.
Integrated Arterial Corridor Operations for Blanding/US 17 Corridor with adaptive signal control, transit signal priority and queue jumps, message signs, highway advisory radio, highway surveillance and control cameras, and real-time traffic information through enhanced "My511" with situation alerts to encourage telecommuting.
Transit Signal Priority on Additional Corridors
WiFi on Transit Corridors
Cell Phone Fare Payment
Extended Personalized Transit Information Services





OFFICE OF THE MAYOR  
John Peyton, Mayor

MEMORANDUM

October 23, 2008

TO: Department Heads and Division Chiefs

FROM: Alan R. Mosley, P.E.  
Chief Administrative Officer

SUBJECT: Vehicle Idling Policy

In an effort to reduce fuel consumption and costs associated with vehicle and equipment operation and repair, the Fleet Management Division, at my direction, is hereby incorporating a "No Idling" policy. More specifically, this policy is being implemented to reduce waste and harmful emissions, reduce costs, increase fuel efficiency, and encourage vehicle operators to be both fiscally and environmentally responsible.

Effective immediately, no operator of a city vehicle or equipment shall permit the same to idle or remain in a state of inactivity while the engine is engaged for more than two minutes. The following are examples of current idling practices that are no longer permitted:

- Idling for the sole purpose of keeping the inside of the vehicle cooled or heated; or
- Idling during extended waits, such as in stopped traffic or at railroad crossings (simply turn the vehicle off until traffic begins to flow again).

Idling is permitted when it is necessary to operate equipment, such as pumps, buckets, or other equipment required at emergency sites.

Failure to adhere to this policy may cause the operator in question, at a minimum, to lose the privilege of using and/or operating fleet vehicles and equipment. I sincerely appreciate your support and please thank all your employees in advance for their full cooperation in helping the City of Jacksonville with its sustainability efforts.

For more information on the negative impacts of idling, please contact the Fleet Management Division or visit our employee portal.



## JEA ENERGY STAR® Program Retailers

STORE	ADDRESS	PHONE	CFL BULB RETAILER?	GREEN PARTNER?	ENERGY STAR		ROOM A/C REBATES?
					LIGHT FIXTURES?		
An Olde Time Hardware	3732 Main St	(904) 353-2645	YES	YES			
Avenues Lighting	10130 Phillips Highway	(904) 262-8113	YES	YES	YES		
Bed Bath & Beyond #1131	13221 City Station Drive	(904) 696-3361	YES				
Bed Bath & Beyond #154	8801-1 Southside Blvd	(904) 519-0051	YES				
Bed Bath & Beyond #809	9337 Atlantic Boulevard	(904) 720-1806	YES				
Bennett's Ace Hardware	8080 West Beaver	(904) 786-3706	YES	YES			
BJ's Club #108	1220 Atlantic Blvd North	(904) 221-2444	YES				
BJ's Club #171	8046 Phillips Highway	(904) 485-1180	YES				
Bulb Town	5515 St. Augustine Road	(904) 739-2125	YES	YES			
City Electric Supply - Central	1177 West Beaver St	(904) 356-7311	YES	YES	YES		
City Electric Supply - Mandarin	11733 Phillips Hwy	(904) 260-1000	YES		YES		
City Electric Supply - North	11855 North Main St	(904) 751-1518	YES				
Costco	4901 Gate Parkway	(904) 997-7018	YES				YES
Crosby & Sons Appliances	2048 Blanding Blvd	(904) 388-8619					YES
Curry Thomas Hardware	3135 Beach Blvd	(904) 398-1650	YES	YES			
Curry Thomas Hardware	3907 Baymeadows Rd	(904) 737-1687	YES	YES			
Curry Thomas Hardware	947 So Edgewood	(904) 388-2406	YES	YES			
CVS Pharmacy #0727	6320 103rd St	(904) 772-8884	YES				
CVS Pharmacy #0850	5999 Normandy Blvd	(904) 786-2148	YES				
CVS Pharmacy #1077	6005 St. Augustine Dr.	(904) 733-7600	YES				
CVS Pharmacy #1114	4397 Roosevelt Blvd	(904) 389-0314	YES				
CVS Pharmacy #2669	9962 Bay Meadows Dr	(904) 641-4244	YES				
CVS Pharmacy #2856	9100 Atlantic Blvd	(904) 725-4155	YES				
CVS Pharmacy #3106	7953 Normandy Blvd	(904) 781-0738	YES				
CVS Pharmacy #3118	1190 Dunn Ave	(904) 751-4346	YES				
CVS Pharmacy #3445	11264 Beach Blvd	(904) 641-5411	YES				
CVS Pharmacy #3648	3634 Rogero Rd	(904) 744-8737	YES				
CVS Pharmacy #3658	1531 Monument Rd	(904) 642-7460	YES				
CVS Pharmacy #3685	7790 Blanding Blvd	(904) 771-0571	YES				
CVS Pharmacy #3923	11250 Old St Augustine Rd	(904) 268-7751	YES				
CVS Pharmacy #3957	13170 Atlantic Blvd. #47	(904) 221-0024	YES				
CVS Pharmacy #4415	50 Duval Station Rd	(904) 751-4600	YES				
CVS Pharmacy #5004	5634 Merrill Rd	(904) 743-0109	YES				
CVS Pharmacy #5006	7431 Atlantic Blvd.	(904) 722-2151	YES				
CVS Pharmacy #5190	430 SR 13	(904) 287-6369	YES				
CVS Pharmacy #5254	4280 Southside Blvd	(904) 998-3677	YES				
CVS Pharmacy #6801	5972 University Blvd., W	(904) 419-5670	YES				
CVS Pharmacy #7129	9509 San Jose Blvd.	(904) 288-7866	YES				
CVS Pharmacy #7904	2680 Racetrack Rd.	(904) 230-6718	YES				
Double H Supply	5921 West Beaver St	(904) 786-4422	YES	YES			
Durham Building Materials	5914 No. Norwood Avenue	(904) 764-9541	YES	YES			
Family Dollar #5191	10696 Lem Turner Rd	(904) 924-8001	YES				
Family Dollar #6029	3000 Moncrief Rd Unit 6	(904) 356-3171	YES				
Family Dollar #3426	6044 Merrill Rd	(904) 745-8168	YES				
Family Dollar #7378	6351 Willson Blvd	(904) 777-4965	YES				
Family Dollar #4961	7001 Merrill Rd	(904) 745-8168	YES				
Family Dollar #2015	1040 Arlington Rd N	(904) 721-7300	YES				
Family Dollar #7962	10550 Old St Augustine Rd	(904) 268-7140	YES				
Family Dollar #5138	10732 Atlantic Blvd	(904) 997-1555	YES				
Family Dollar #1690	1100 Dunn Ave	(904) 751-9359	YES				
Family Dollar #6968	1621 Edgewood Ave W	(904) 713-9365	YES				
Family Dollar #7377	1945 Kings Rd	(904) 355-5438	YES				
Family Dollar #1112	2261 Edgewood Ave W	(904) 765-5269	YES				
Family Dollar #7910	2610 North Main Street	(904) 354-5814	YES				
Family Dollar #5646	3040 Edgewood Ave W	(904) 766-7187	YES				
Family Dollar #872	3544 Beach Blvd	(904) 396-7877	YES				
Family Dollar #4906	3851 Emerson St	(904) 391-1765	YES				

Family Dollar #3139	4543 Shirley Ave	(904) 384-7737	YES	
Family Dollar #7534	4750 Soutel Dr.	(904) 765-8753	YES	
Family Dollar #5219	5229 Normandy Blvd	(904) 781-3303	YES	
Family Dollar #435	5290 Norwood Ave Ste 1	(904) 765-9728	YES	
Family Dollar #808	5306 Firestone Rd	(904) 777-3739	YES	
Family Dollar #7714	5714 Timuquana Road	(904) 779-1698	YES	
Family Dollar #6627	573 Chaffee Point Blvd	(904) 695-2148	YES	
Family Dollar #5161	5751 N Main St Ste 112	(904) 353-3005	YES	
Family Dollar #7996	5799 Fort Caroline Rd.	(904) 744-1713	YES	
Family Dollar #3631	5935 University Blvd W	(904) 730-9190	YES	
Family Dollar #7254	6612 San Juan Ave	(904) 693-8876	YES	
Family Dollar #619	744 Edgewood Ave N	(904) 384-8399	YES	
Family Dollar #3230	7945 Normandy Blvd	(904) 783-2717	YES	
Family Dollar #8094	8014 Beach Blvd	(904) 725-7517	YES	
Family Dollar #7874	8120 Atlantic Blvd	(904) 727-0098	YES	
Family Dollar #1415	8299 W Beaver St Ste #7	(904) 783-0777	YES	
Family Dollar #5790	8625 Old Kings Rd S	(904) 739-3949	YES	
Family Dollar #7902	9114 Lem Turner Road	(904) 766-3420	YES	
Family Dollar #6393	929 Mcduff Avenue S	(904) 981-0396	YES	
Food Lion #522	6855 Wilson Blvd. #32210	(904) 777-0301	YES	
Food Lion #833	966 North Arlington Rd	(904) 727-9460	YES	
Food Lion #500	7900 103rd St	(904) 772-0009	YES	
Food Lion #452	7200 Normandy Blvd	(904) 783-9970	YES	
Food Lion #130	5751 N Main St	(904) 353-2212	YES	
Food Lion #1616	6260 103rd St	(904) 317-5220	YES	
Food Lion #523	8011 Merrill Rd	(904) 743-3510	YES	
Food Lion #636	8595 Beach Blvd	(904) 641-6557	YES	
Food Lion #499	10550 St Augustine Rd	(904) 260-9064	YES	
Food Lion #2509	418 Starratt Rd	(904) 714-0241	YES	
Food Lion #604	8299 W Beaver St	(904) 286-0445	YES	
Food Lion #553	445 Highway 13	(904) 287-1921	YES	
Food Lion #2510	1650 San Pablo Rd S	(904) 221-2598	YES	
Food Lion #582	701 Mayport Crossing Blvd	(904) 249-2898	YES	
Fred's	5810 Normandy Blvd	(904) 783-8216	YES	
Hagan Ace Hardware	12501 San Jose Blvd	(904) 268-9597	YES	YES
Hall's Ace Hardware	11524 San Jose Blvd	(904) 262-1965	YES	YES
Hall's Ace Hardware	5645 Blanding Blvd	(904) 771-6330	YES	YES
HH Gregg	10320 Shops Lane, Suite 200	(904) 288-8907		YES
HH Gregg	651-100 Commerce Center Dr	(904) 727-9985		YES
HH Gregg	8380 Merchants Way	(904) 771-3877		YES
K-Mart	1501 Normandy Village Pkwy	(904) 783-2008	YES	YES
K-Mart	4645 Blanding Blvd	(904) 771-5432	YES	YES
K-Mart	5751 Beach Blvd	(904) 396-6931	YES	YES
K-Mart	9459 Lem Turner Road	(904) 764-7613	YES	YES
K-Mart	9600 San Jose Blvd	(904) 268-3325	YES	YES
Lowe's #0502	4040 Oldfield Crossing Dr	(904) 886-7112	YES	
Lowe's #0503	9525 Regency Sq Blvd N	(904) 855-8088	YES	
Lowe's #1691	5155 Lenox Ave	(904) 486-1260	YES	
Lowe's #1699	12945 Atlantic Blvd	(904) 486-4701	YES	
Lowe's #1842	8054 Phillips Hwy	(904) 828-5170	YES	
Lowe's #2472	13125 City Square Dr	(904) 696-4063	YES	
Martin Appliance	3631 Blanding Blvd	(904) 771-2880		YES
Navy Exchange - Mayport	2292 Mayport Rd. #150	(904) 242-3259	YES	YES
Navy Exchange - NAS JAX	NAS Jacksonville; Bldg 429	(904) 777-7047	YES	YES
Oceanway Hardware	12707 Main St	(904) 757-0677	YES	YES
Paschal Brothers Hardware	1118 No Myrtle Ave	(904) 354-3566	YES	YES
Proctor Ace Hardware	5723 University Blvd W	(904) 731-1144	YES	YES
Proctor Ace Hardware	580 Atlantic Blvd	(904) 249-5622	YES	YES
Rowes Supermarket	5435 Blanding Blvd	(904) 778-4906	YES	
Sam's Club #6363	6373 Youngerman Cir	(904) 573-9702	YES	YES
Sam's Club #8116	10690 Beach Blvd	(904) 928-0017	YES	YES
Sam's Club #8253	300 Busch Dr	(904) 696-8842	YES	

Sears	10302 Southside Blvd	(904) 363-9200				YES
Sears	3555-1 St. John's Bluff Rd	(904) 928-2063				YES
Sears	9501 Arlington Expy	(904) 727-3255				YES
Sherwood Hardware	5402 Moncreif Rd W	(904) 768-2803	YES	YES		
The Home Depot	12111 Lem Turner Blvd	(904) 766-2818	YES		YES	YES
The Home Depot	12721 Atlantic Blvd	(904) 220-0822	YES			YES
The Home Depot	855 Lane Ave South	(904) 781-6208	YES		YES	YES
The Home Depot	9021 Southside Blvd	(904) 464-0046	YES		YES	YES
The Home Depot	9520 Regency Square Blvd	(904) 727-7547	YES		YES	YES
Turner Ace Hardware	13164 Atlantic Blvd	(904) 221-6512	YES	YES		
Turner Ace Hardware	5827 Arlington Road	(904) 743-8888	YES	YES		
Walgreen's Pharmacy #10286	12002 McCormick Rd.	(904) 646-1770	YES	YES		
Walgreen's Pharmacy #11137	1801 N. Davis St.	(904) 353-1942	YES			
Walgreen's Pharmacy #12104	13125 Main St. North	(904) 596-1653	YES			
Walgreen's Pharmacy #1986	5340 Soutel Dr.	(904) 764-1288	YES			
Walgreen's Pharmacy #2220	7221 Normandy Blvd.	(904) 783-1011	YES			
Walgreen's Pharmacy #3172	7512 Lem Turner Rd.	(904) 924-9303	YES			
Walgreen's Pharmacy #3287	5108 Norwood Ave.	(904) 764-4586	YES			
Walgreen's Pharmacy #3357	7224 Merrill Rd.	(904) 745-9667	YES	YES		
Walgreen's Pharmacy #3382	3604 Blanding Blvd.	(904) 778-4076	YES			
Walgreen's Pharmacy #3746	2703 Park St.	(904) 384-8876	YES			
Walgreen's Pharmacy #3755	3505 University Blvd.	(904) 636-0779	YES	YES		
Walgreen's Pharmacy #3930	11 University Blvd	(904) 727-9939	YES	YES		
Walgreen's Pharmacy #4056	13255 Atlantic Blvd.	(904) 220-6606	YES	YES		
Walgreen's Pharmacy #4278	8917 San Jose Blvd.	(904) 636-8186	YES	YES		
Walgreen's Pharmacy #4281	14405 Beach Rd	(904) 223-5017	YES	YES		
Walgreen's Pharmacy #4310	406 Atlantic Blvd.	(904) 247-1950	YES			
Walgreen's Pharmacy #4325	4297 Oldfield Crossing Dr.	(904) 288-0652	YES	YES		
Walgreen's Pharmacy #4327	6006 Beach Blvd.	(904) 727-6626	YES	YES		
Walgreen's Pharmacy #4638	654 Cassat Ave.	(904) 693-3121	YES			
Walgreen's Pharmacy #4736	7546 103rd St.	(904) 777-3100	YES			
Walgreen's Pharmacy #5129	11430 Beach Blvd	(904) 641-4440	YES	YES		
Walgreen's Pharmacy #5179	1220 University Blvd. North	(904) 762-6892	YES	YES		
Walgreen's Pharmacy #5448	4715 Hodges Blvd.	(904) 992-4643	YES	YES		
Walgreen's Pharmacy #5690	866 Dunn Ave.	(904) 751-3530	YES			
Walgreen's Pharmacy #5788	10899 Baymeadows Rd	(904) 519-6277	YES	YES		
Walgreen's Pharmacy #6384	12230 Atlantic Blvd.	(904) 221-1546	YES	YES		
Walgreen's Pharmacy #6415	10503 San Jose Blvd	(904) 880-3571	YES	YES		
Walgreen's Pharmacy #7257	6103 Fort Caroline Rd.	(904) 745-9602	YES	YES		
Walgreen's Pharmacy #7350	12145 San Jose Blvd	(904) 262-6800	YES	YES		
Walgreen's Pharmacy #7667	390 State Rd 13	(904) 230-4696	YES	YES		
Walgreen's Pharmacy #7979	9700 Argyle Forest Blvd.	(904) 778-2204	YES			
Walgreen's Pharmacy #9014	2839 County Rd. 210 W.	(904) 287-2164	YES	YES		
Walgreen's Pharmacy #9025	5990 Townsend Rd.	(904) 771-1678	YES			
Walgreen's Pharmacy #9026	105 Julington Plaza Dr.	(904) 287-0918	YES	YES		
Walgreen's Pharmacy #9479	12387 Yellow Bluff	(904) 751-2744	YES			
Walgreen's Pharmacy #9528	11135 Lem Turner Rd.	(904) 764-8918	YES			
Walgreen's Pharmacy #9556	13905 Saint Augustine Rd	(904) 268-9025	YES	YES		
Wal-Mart Supercenter # 1082	10991-1 San Jose Blvd.	(904) 260-4402	YES			YES
Wal-Mart Supercenter # 1083	6830 Normandy Blvd	(904) 786-0390	YES			YES
Wal-Mart Supercenter # 1090	6767 103rd Street	(904) 772-0011	YES			YES
Wal-Mart Supercenter # 1172	13490 Beach Blvd.	(904) 223-0772	YES			YES
Wal-Mart Supercenter # 1173	8808 Beach Blvd.	(904) 642-4999	YES			YES
Wal-Mart Supercenter # 1219	12100 Lem Turner Rd	(904) 764-2855	YES			YES
Wal-Mart Supercenter # 1444	9890 Hutchinson Park Drive	(904) 721-4941	YES			YES
Wal-Mart Supercenter # 3309	4250 Phillips Highway	(904) 737-7007	YES			YES
Wal-Mart Supercenter # 3702	13227 City Square Drive	(904) 751-5552	YES			YES
Wal-Mart Supercenter # 4444	10251 Shops Lane	(904) 288-8211	YES			
Wal-Mart Supercenter # 5054	11900 Atlantic Blvd	(904) 641-8088	YES			YES
Welcome Food Store #2	3523 Loretto Road	(904) 292-3982	YES			
Winn Dixie	1520 University Blvd	(904) 448-5400	YES			
Winn Dixie	5647 Roosevelt Blvd	(904) 384-0711	YES			