<table>
<thead>
<tr>
<th>Page</th>
<th>Page Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>FRCA Monthly Activity Report – January 2020</td>
</tr>
<tr>
<td>2</td>
<td>FRCA Monthly Activity Report – February 2020</td>
</tr>
<tr>
<td>3</td>
<td>Flyer: Stop the Spread of Germs – COVID-19</td>
</tr>
<tr>
<td>4</td>
<td>Article: Why are Californians asking about Florida cow poop? It’s all about climate change – by Kimberly Miller, Palm Beach Post, February 7, 2020</td>
</tr>
<tr>
<td>8</td>
<td>Article: Governor Ron DeSantis Joins DEP, FWC and Other Partners to Kickoff 100 Yards of Hope and Announce the Launch of Florida’s Coral Reef Campaign, January 30, 2020</td>
</tr>
<tr>
<td>10</td>
<td>Flyer: Division of Historical Resources, The Historic Preservation Grants Program - Florida Department of State</td>
</tr>
<tr>
<td>11</td>
<td>Florida Defense Factbook Quick Comparison - Florida Defense Alliance</td>
</tr>
<tr>
<td>12</td>
<td>Florida’s Military Installations, Missions, and Key Organizations – Enterprise Florida</td>
</tr>
<tr>
<td>13</td>
<td>Flyer: Supply Chain Careers Deliver the Goods! Palm Beach State College</td>
</tr>
<tr>
<td>15</td>
<td>Flyer: 2020 Youth Internship Program (St. Lucie, Martin, Indian River counties) – Career Source Research Coast Youth Connections</td>
</tr>
<tr>
<td>18</td>
<td>Article: Toll road would erase us, small Lee town says – by Bill Smith, Fort Myers News-Press Feb. 1, 2020</td>
</tr>
<tr>
<td>21</td>
<td>Article: Florida’s three proposed toll roads cut through precious natural land – by Vicki Tschinkel, Tampa Bay Times, January 12, 2020</td>
</tr>
<tr>
<td>23</td>
<td>Article: Miami-Dade Commuters’ tolls will pay for North Florida roads they won’t use – Tim Jackson, Miami Herald, December 11, 2019</td>
</tr>
<tr>
<td>26</td>
<td>Article: Trading gas and bolts for amps and volts – Automobile, February 2020</td>
</tr>
<tr>
<td>32</td>
<td>Employment Summary – Treasure Coast Region – January 24, 2020</td>
</tr>
<tr>
<td>34</td>
<td>Overview of CareerSource Research Coast Region – January 24, 2020</td>
</tr>
<tr>
<td>37</td>
<td>Overview of CareerSource Palm Beach County Region – January 24, 2020</td>
</tr>
</tbody>
</table>
MONTHLY ACTIVITY REPORT: January 2020

RESOURCE DEVELOPMENT/CAPACITY BUILDING and OUTREACH


- Updated the email lists for newly elected local officials and maintain the email listserv for approximately 2,350 individuals who receive *FRCA Forward*.

- Maintained and updated the FRCA website: www.fregionalcouncils.org.

- To enhance partnerships and strengthen the relationship between regional planning councils and their state and federal partners, organized, participated in or attended the following meetings and shared information:
  - Rural Economic Development Initiative Meeting
  - Meeting with Florida’s Chief Resiliency Officer, Dr. Julia Nesheiwat, Resiliency Florida staff and Policy Board Officers

- Began compiling the October – December quarterly report to the Department of Economic Opportunity on economic activities in each regional planning council area.

- Arranged for sponsorship of the 2nd Annual Rural Days which took place on January 16th at the Capitol in Tallahassee.

- Arranged for sponsorship of the Policy and Planning Workshop hosted by the Florida Chapter of the American Planning Association being held February 5th in Tallahassee.

ASSOCIATION MANAGEMENT

- Participated with the January FRCA Executive Directors Advisory Committee (EDAC) and the Winter Policy Board Meeting held in Tallahassee.

- Prepared for the February and March EDAC and Partners Meetings.

- Facilitated a coordination conference call for the executive committees of the Policy Board and the Executive Directors Advisory Committee.

- Continued to coordinate logistics for the 2020 meeting and conference schedule.

- Distributed grant opportunities and information of interest from local, state and national organizations.

2507 Callaway Road, Suite 200 • Tallahassee, FL 32303 • 850.487.1426
MONTHLY ACTIVITY REPORT: February 2020

RESOURCE DEVELOPMENT/CAPACITY BUILDING and OUTREACH
- Organized and distributed the February 2020 Florida Regional Councils Association (FRCA) Newsletter, FRCA Forward. Continued to update the FRCA Facebook page.
- Updated the email lists for newly elected local officials and maintain the email listserv for approximately 2,350 individuals who receive FRCA Forward.
- Maintained and updated the FRCA website: www.flregionalcouncils.org.
- Participating with the legislative process to secure funding for an update to the Statewide Regional Evacuation Study.
- To enhance partnerships and strengthen the relationship between regional planning councils and their state and federal partners, organized, participated in or attended the following meetings and shared information:
  - Rural Economic Development Initiative Meeting
  - Florida Chapter American Planning Association Policy and Planning Workshop
  - Florida Main Streets Program Staff
  - Economic Development Administration Florida Representative
  - Southeast Crescent Regional Commission Coalition Meeting
- Working with the regional planning councils to develop presentation ideas for the American Planning Association Florida Annual Conference being held in Orlando, September 8 – 11, 2020.
- Coordinated a meeting with Florida’s Chief Resiliency Officer, Resiliency Florida staff and the RPC Executive Directors.

ASSOCIATION MANAGEMENT
- Facilitated a conference call for a legislative update for the executive committees of the Policy Board and the Executive Directors Advisory Committee (EDAC).
- Participated with the February FRCA EDAC and Partners Meeting held in Tallahassee.
- Prepared for the March EDAC and Partners Meetings.
- Continued to coordinate logistics for the 2020 meeting and conference schedule.
- Distributed grant opportunities, awards information and general information of interest from local, state and national organizations.
- Provided legislative and programmatic information to regional planning council staff upon request.
STOP THE SPREAD OF GERMS

Help prevent the spread of respiratory diseases like COVID-19.

Avoid close contact with people who are sick.

Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

Avoid touching your eyes, nose, and mouth.

Clean and disinfect frequently touched objects and surfaces.

Stay home when you are sick, except to get medical care.

Wash your hands often with soap and water for at least 20 seconds.

For more information: www.cdc.gov/COVID19
Why are Californians asking about Florida cow poop?
It’s all about climate change

By Kimberly Miller

Friday

Posted Feb 7, 2020 at 4:00 PM

A niche market spurred by greenhouse gas restrictions has businessman eyeing Florida’s dairy farms as biogas generators.

A California company has arrived in Florida for a kind of reverse gold rush, but it’s not seeking precious metal — it wants manure.

Brightmark Energy out of San Francisco is one of multiple firms soliciting Florida dairy farmers to turn their cow poop lagoons into money-making biogas machines as carbon emission standards tighten to mitigate climate change.

Federal renewable energy policy as well as California law allows fuel companies to reduce their pollution debt by purchasing credits from entities overachieving in carbon reduction efforts.

Improved technology that can spin cow excrement into renewable natural gas in addition to the burgeoning carbon credit market is attracting pioneers — called developers — that build the projects, pay for the manure, then reap the benefits of selling Earth-friendly fuel and credits.

“I know there are several dairy farms being approached and some of them are in different stages of negotiation,” said Okeechobee dairy farmer Woody Larson, whose storied family signed a biogas contract with Brightmark in January. “It’s a growing thing in the dairy industry.”

Larson, whose father Louis “Red” Larson started the dairy in 1947, said more than one company sought the farm’s manure to set up anaerobic digesters that work like a stomach to break down waste to produce renewable natural gas. The family initially narrowed it to three firms.

“We started listening to all of them and kind of thought we couldn’t sort through all of this, but we got it down to one company we wanted to deal with,” Larson said.
1. Companies, called project developers, identify dairy farms with enough cows to provide a constant stream of manure to anaerobic digesters that produce biofuel.

2. The developers pay to build and operate the digester to create natural gas. Farmers also are paid for the manure.

3. Two marketable products are produced. Developers can sell fuel from the trapped methane, as well as carbon credits earned by reducing the amount of greenhouse gases that escape into the atmosphere.

Florida has about 80 dairy farms, 124,000 dairy cows and ranks 19th in milk production out of the 50 states.

Brightmark, which was founded in 2016, hopes to partner with more farms in the Sunshine State.

“We love Florida. You have a lot of cows,” said Brightmark Energy President Bob Powell. “This area in the last one to two years has really become an interesting marketplace and we have the State of California to thank.”

California boosted the U.S.’s carbon credit market in 2006 with its Global Warming Solutions Act. The act required the state to reduce its greenhouse gas emissions to 1990 levels by 2020. The Golden State did better than that, meeting its goal in 2016, according to the California Air Resources Board.

Then it raised the stakes. Emissions must be reduced an additional 40 percent by 2030 — a much heavier lift.

To help meet the new goals, California enacted the Low Carbon Fuel Standard (LCFS) that limits the amount of greenhouse gases a fuel company such as Pacific Gas and Electric can put into the atmosphere. If a fuel producer can’t meet its target by using renewable fuels itself, it can buy LCFS credits that are generated by companies exceeding their emission targets. Oregon has a similar credit that launched in 2016.

The National Renewable Fuel Standard Program also aims to reduce carbon emissions from transportation and allows credits, which it calls Renewable Identification Numbers, or RINs, to be sold or traded.

As emission caps tighten, the market for credits increases.

A Financial Times article in November said carbon credit prices had hit record highs as companies that had stockpiled their credits found themselves having to buy additional ones as more restrictive rules came into play.

Transactions in California carbon credits totaled more than $2 billion in 2018, and were up to $2.8 billion last year, according to Graham Noyes, executive director of the Low Carbon Fuels Coalition.

Brightmark will participate in the national and California programs.
“Someone has identified Florida as a place that has a lot of farms and valuable project potential,” said Janet Peace, senior vice president for policy and business strategy at the Center for Climate and Energy Solutions. “To make a bio digester work you have to have a large farm or multiple farms that send manure to you.”

As of December, about 285 anaerobic digesters were being used on livestock farms in the U.S., according to a United States Environmental Protection Agency database.

At least one is operational in Florida. Alliance Dairy in Trenton, west of Gainesville, uses a digester it installed in 2012 to produce electricity for the farm. A 2016 article in the publication BioCycle said Alliance got a $2.1 million federal grant to offset the $8.5 million cost for set up.

Depending on the farm size and number of cows, a renewable natural gas project ranges between $5 million to $25 million, said Sam Wade, director of state regulatory affairs at the Coalition for Renewable Natural Gas.

While the contract with the Larson family in Okeechobee is confidential, it will convert about 230,000 tons of manure per year from 9,900 cows into renewable natural gas.

Brightmark will pay for the construction of anaerobic digesters at four Larson family farms, including two owned by Larson Dairy, Inc. and two owned by JM Larson, Inc. Brightmark gets two products to sell, the gas itself, and the environmental credits. The project is expected to yield the equivalent of 1.3 million gallons of gas per year.

“The project developers are really good at making these things work,” Peace said.

Currently, manure from the Larson farms is treated through a series of lagoons that break it down into a wastewater that is sprayed onto fields that grow grasses to feed the cows.

“We recycle all of it, but now this is another way to capture some of the gas that comes off and produce energy,” Woody Larson said.

Project expected to reduce greenhouse gasses from dairy manure

Brightmark will use two methods to process the manure. One places a tarp over the manure lagoon to trap methane, the other includes using above-ground tanks. The project, which could take two years to complete, is expected to reduce greenhouse gas emissions from the dairy manure at a rate of 57,400 metric tons annually.

Brightmark already has renewable natural gas projects at dairy farms in Yakima County, Wash., Madison, Wisc., and Sumter, S.C.

Powell, Brightmark’s CEO, said Florida is a good state for this kind of industry because its regulations are “protective of the environment, but also pragmatic.”
Brian Nowicki, California Climate Policy Director for the Center for Biologica Diversity, said that could be code for fewer legal requirements that improve Brightmark’s profit margin.

“It definitely means cheaper,” Nowicki said. “Where there may be requirements in California for extra environmental reviews, they may not be as strict in other states.”

It’s most certainly faster to do a project in Florida over California, said Mark Stoerman, chief operating officer for Newtrient, an Illinois-based company that consults with dairy farmers.

Where it could take three years for permitting to occur in California, it may only take 18 months to two years in Florida from project announcement to start-up, he said.

“That’s huge to a developer,” said Stoerman, who worked with the Larsons on the deal with Brightmark. “One of the big questions the dairy farms have is ‘Why are these guys wanting to do this?’”

While Brightmark invests the money to get the project built with profit on the back end, farmers also benefit in reducing their environmental footprint and selling the manure.

In Florida, farmers may be facing increased scrutiny and monitoring of agriculture runoff as environmental rules are updated, said Gary Ritter, assistant director of government and community affairs for the Florida Farm Bureau.

The South Florida Water Management District is reviewing standards for the watershed that drains into Lake Okeechobee, which includes a huge swath of land north to Orlando.

“The dairy farms have made tremendous strides in how the industry does business,” Ritter said. “But they may be thinking they can’t do anymore on their own the traditional way and the biogas is another avenue.”

Kmiller@pbpost.com

@Kmillerweather
Governor Ron DeSantis Joins DEP, FWC and Other Partners to Kickoff 100 Yards of Hope and Announce the Launch of Florida's Coral Reef Campaign

Miami, Fla. – Today, Governor Ron DeSantis was joined by Florida Department of Environmental Protection (DEP) Secretary Noah Valenstein, Florida Fish and Wildlife Conservation Commission (FWC) Executive Director Eric Sutton and other partners to kick off 100 Yards of Hope and announce a new initiative to promote awareness and protection of Florida’s Coral Reef ecosystem.

100 Yards of Hope is a coral reef restoration project in conjunction with FORCE BLUE to plant 100 yards of coral while also honoring the NFL’s 100th season and America’s military veterans. FORCE BLUE is the only non-profit organization in the world that trains and redeploy former Special Operations veterans to assist in marine conservation efforts.

“Florida is proud to be the only state in the continental U.S. with a nearshore coral reef,” said Governor DeSantis. “That is why today I am excited to help kickoff of “100 Yards of Hope,” a coral restoration project by the veterans of FORCE BLUE, and announce a new initiative to promote awareness and protection of Florida’s Coral Reef ecosystem. By protecting and restoring Florida’s coral reef, we are protecting a state treasure. Florida is not Florida without its coral reefs.”

“Florida's Coral Reef is not only beloved by Floridians and millions worldwide, it’s also critical for our state’s coastal resilience,” said DEP Secretary Noah Valenstein. “Our goal with this campaign is to show Floridians how important this reef system is to protect our coastal communities from extreme weather, shoreline erosion, and coastal flooding. We are eager to showcase the critical ongoing efforts to protect this one-of-a-kind Florida treasure.”

“The Florida Reef Tract is a one-of-a-kind ecosystem that is critical to both our fisheries and economy,” said Florida Fish and Wildlife Conservation Commission Executive Director Eric Sutton. “Conserving and restoring this ecosystem can be accomplished, but it depends on strong partnerships and innovative ideas like what is seen here today.”

“We are committed to rescuing irreplaceable corals and restoring Florida’s Coral Reef,” said Fish & Wildlife Foundation of Florida President & CEO Andrew Walker. “It will take many years to restore the reef-building corals, but the effort being made gives us great hope that the reef will remain a vital part of the state for generations to come. This partnership is a key step in saving the reefs.”

“Frost Science is honored to be a part of this incredibly important campaign,” said President & CEO of Frost Science Frank Steslow. “We are actively involved in coral reef restoration and are committed to doing everything we can to help protect and restore Florida’s Coral Reef. Through science based education and communication we inspire and connect visitors and the community to the coral reef ecosystem.”

“Florida’s coral reefs are facing a real threat of functional extinction that requires a strategic response bigger than any one institution or agency, and the energetic support of every resident and visitor to our state,” said Mote President & CEO, Dr. Michael P. Crosby. “Mote applauds the leadership of Governor DeSantis, DEP Secretary Valenstein and FWC Director Sutton in building a partnership of diverse organizations to both enhance public awareness and provide science-based responses to restore the sustainable vitality of the Florida coral reef tract. We are pleased to be part of this collaborative partnership utilizing collective, cohesive voices will help explain real-time issues facing our coral reef tract with actionable ways to make a real difference for one of our nation's treasures.”

“Florida’s Coral Reef is the only barrier reef system in the continental United States and innovative partnerships like this are extremely important for developing and implementing cutting edge conservation efforts to restore it,” said Deborah Luke, Ph.D., Senior Vice President of Conservation of The Florida Aquarium. “The Florida Aquarium is proud to be a part of this collaboration and was able, for the first time ever, induce spawning of Atlantic coral in a laboratory setting this past August. This technique will help us maximize the genetic diversity of coral to foster its health and resilience once the offspring
are placed back in into the reef system. By working together, we can protect Florida's Coral Reef, one of the most valuable ecosystems on Earth, for current and future generations."

"FORCE BLUE is proud to serve the state in its efforts to bring attention to the vitally important, critically threatened Florida Coral Reef," said Jim Ritterhoff, FORCE BLUE's Executive Director. "This truly is everybody's fight."

"Our coral reefs provide critical habitat for marine life, a resilient buffer for our populated coast, and economic benefits tied to recreation and tourism," said Bonefish & Tarpon Trust President and CEO Jim McDuffle. "They're also facing unprecedented threats. We support the aims of this important campaign and thank Governor DeSantis and Florida DEP for their leadership."

"Our collective actions to restore America's Everglades are the best antidote to the currents threats our Coral Reefs are experiencing," said Pedro Ramos, Superintendent, Everglades and Dry Tortugas National Parks. "Ensuring coastal areas are supplied with the right amount and quality of fresh water will make our estuaries and coral reefs more resilient to withstand current and future threats."

"Florida's Coral Reef is an iconic and incredibly biodiverse treasure which provides opportunities for recreation, a first line of defense against coastal flooding along our shoreline, and supports our economy," said Temperance Morgan, Executive Director, The Nature Conservancy in Florida. "We're excited to support DEP's campaign to share Florida's Coral Reef with the world and to encourage action to conserve it, as we continue efforts to protect and restore the reef with our partners. We are all connected to the reef, whether we're on the water, at the beach, or miles from the coast."

"Florida's reefs are under severe threat from a variety of global and local impacts and insults," said Dr. Dick Dodge, Dean, Nova Southeastern Halmos College of Natural Sciences and Oceanography. "Most especially important is the recent coral disease epidemic which has ravaged the entire Florida ecosystem and has spread to the Caribbean. DEP, in partnership with academic institutions, NGOs, and governmental agencies is vigorously addressing this issue with wide ranging antibiotic applications, dedicated research, and scientific assessment. I applaud the serious efforts being undertaken to restore and make resilient Florida's precious coral reefs to preserve and conserve our environmental heritage and economic engine."

"Florida is one of NOAA's strongest partners across the nation," said Dana Wusinich-Mendez, Florida Management Liaison, NOAA Coral Reef Conservation Program. "The environmental leadership found in the Sunshine State has continued to support our combined efforts to conserve our coral reef resources for today's coastal communities and generations to come."

Florida's Coral Reef stretches approximately 350 nautical miles from Dry Tortugas west of the Florida Keys to the St. Lucie Inlet in Martin County, making it one of the largest in the Caribbean/Atlantic. The reef serves as habitat for over 1,400 species of marine plants and animals, including more than 43 different species of reef-building corals and over 500 species of fish. More than 3.2 million people visit Florida's Coral Reef every year and provides protection to more than 6 million residents in the five counties that border the reef system.

The Governor also announced a new awareness campaign created by DEP and other partners called Florida's Coral Reef, which aims to increase recognition and cultivate a sense of environmental stewardship for Florida's Coral Reef. DEP has launched a new website www.FloldasCoralReef.org, which will provide information on the latest issues and restoration efforts affecting Florida's Coral Reef.

Made possible through a partnership between DEP, FORCE BLUE, University of Miami, Frost Science, NOAA, GreaterGood.org, the National Football League (NFL), the Miami Super Bowl LIV Host Committee and NFL sponsor Verizon, 100 Yards of Hope will serve as a demonstration site for future reef restoration projects utilizing both private and public sector support.

DEP and its partners will continue to conduct outreach to promote awareness and citizen engagement in the conservation, protection and restoration of Florida's Coral Reef. Following the conclusion of Super Bowl LIV, the exhibit showcasing Florida's Coral Reef will travel to Florida Keys Day at the state Capitol on February 4th and to ICAST, the world's largest sport fishing expo, in Orlando, from July 15th-17th.

To learn more about Florida's Coral Reef and the multi-partner efforts to protect it, please visit www.FloldasCoralReef.org.
THE HISTORIC PRESERVATION GRANTS PROGRAM

The Historic Preservation Grants Program allocates state funds appropriated by the Legislature and federal funds apportioned to the state by the U.S. Department of the Interior, National Park Service, for the preservation and protection of the state's historic and archaeological sites and properties. The program is administered by the Division of Historical Resources, Florida Department of State and is governed by rules in Chapter 1A-39, Florida Administrative Code and Section 257.0617, Florida Statutes.

Those eligible to apply for grant funding include state agencies, state universities, non-profit organizations, units of local government, cities, towns, and counties; Private property owners are not eligible. For more information about the grants please access flheritage.com. Applications can be submitted every spring at dosgrants.com.

Two types of grants are awarded through this program: Small Matching Grants and Special Category Grants.

**Small Matching Grants:** (1 year projects)

- Survey
- Planning
- National Register Nomination
- Education and Publication
- Main Street
- Historical Marker

**Award Amount:**
Applicants can request up to $50,000 depending on project type. Funds are released based on deliverable completion.

**Match Requirements:**
Applicant organizations that are located in a REDI designated community, Florida CLGs in good standing, and active Florida Main Street programs are not required to provide a match. Applicant organizations that are not located in a REDI designated community must provide a match of 100% of the grant funds requested (1:1). State agencies, state colleges, or state universities, regardless of project location, must provide a 100% match (1:1). Historical Marker projects, regardless of the project location, must provide a 100% match (1:1).

**Special Category Grants:** (2 year projects)

- Development
- Archaeological Research
- Museum Exhibits
- Acquisitions

**Award Amount:**
Applicants can request up to $500,000.
Funds are released based on deliverable completion.

**Match Requirements:**
Applicant organizations that are located in a REDI designated community must provide a match of 25% of the requested grant funds. Applicant organizations that are not located in a REDI designated community must provide a match of 100% of the requested grant funds (1:1). State agencies, state colleges, or state universities, regardless of project location, must provide a 100% match (1:1).

---

**CONTACT INFORMATION**

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**DIVISION OF HISTORICAL RESOURCES**
R.A Gray Building, 4th Floor / 500 South Bronough Street / Tallahassee, FL 32399 / 850.245.6333 / flheritage.com
### Florida Defense Factbook Quick Comparison

#### Last Factbook to Current Factbook

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<th>Now (2020)</th>
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<td>Percent of Florida Economy</td>
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<td>Statewide Jobs</td>
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#### National Ranking

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#### Regional Impact (Economic / #Jobs)

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*Statistics are from last quarter before study year. 2018 numbers are pre-Hurricane Michael.
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www.PalmBeachState.edu/Programs/Supply-Chain

Supply chain professionals oversee every phase of a product's journey, from sourcing raw materials to manufacturing to delivering to wholesalers, retailers and end-customers.

South Florida is a major supply chain hub with career opportunities in:
- Supply Chain Operations
- Warehousing & Distribution
- Transportation & Logistics
- Procurement & Demand Planning
- Customer Service
- Inventory Management

Average annual salaries in the field are strong.
Example: Logisticians analyze and coordinate an organization's supply chain. The South Florida nonmetropolitan area offers the top average pay for this occupation: $101,260. The statewide average salary for logisticians is $69,100.

Unlock your potential with this two-term certificate program!

Supply chain professionals keep things moving and deliver the goods! They are in high demand at e-commerce enterprises, manufacturers, retailers, distribution facilities, carriers, ports, third-party logistics firms or any organization that has products to produce, transport and sell.

With this College Credit Certificate, you will be prepared for entry- and mid-level jobs in:

- Supply Chain Operations
- Warehouse/Distribution
- Transportation/Logistics
- Procurement
- Inventory Management
- Customer Service

Top Reasons to Study Supply Chain Management:

1. South Florida is a major supply chain hub with plentiful career opportunities.
2. PBSC has strong connections with local supply chain companies that need qualified job candidates.
3. This fast-growing field offers career advancement and excellent salary potential across all industries.

Logistics & Transportation Specialist, College Credit Certificate Program (Program Code: 6581)
All credits transfer into the Associate in Science degree in Supply Chain Management (Program Code: 2580)
Financial aid is available for these programs.

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<thead>
<tr>
<th>Spring 2020</th>
<th>Course ID</th>
<th>Reference #</th>
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<tr>
<td>Introduction To Business</td>
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| Introduction to Transportation & Logistics | TRA1010   | 267022      | Dates: 1/21/2020-5/6/2020
Times: 6:30-7:55 PM
Days: Tuesdays/Thursdays                  |
| Supply Chain Management                 | TRA1154   | 267023      | Dates: 3/9/2020-5/6/2020
Times: 6:30-9:15 PM
Days: Mondays/Wednesdays                 |

*This 18-credit CCC program consists of six courses, three credits each. Proposed first term shown.

Learn more today: 561-868-3864 | www.palmbeachstate.edu/programs/Supply-Chain
Employer Hosting Opportunity

Host Youth Interns This Summer!
2020 St. Lucie County Summer of Success Program Seeks Employers

Fast Facts:
- Private, non-profit, and public companies are invited to partner with us to provide short-term, meaningful internship opportunities.
- We need you! Internships are needed for 120 youth, ages 16-21, residing in St. Lucie County.
- Youth are compensated through the program at no cost to the sponsoring company for up to 32 hours per week.
- All youth attend Youth Employment Success Solutions (YESS) training prior to placement. Youth are matched to a worksite according to career interests and geographical location.
- Interns are assigned to worksites for 6 weeks.

Program Goal: Become a mentor. If not you, then who?
To provide meaningful internship opportunities for youth in St. Lucie County.
For more information, visit www.careersourcerc.com/youth/summer-of-success

Questions? Contact Us Today
tgraul@careersourcerc.com

Check out our website for information, including services and more!
866-4U2-HIRE (1-866-482-4473) | Facebook | Twitter | YouTube | LinkedIn | careersourcerc.com

An equal opportunity employer/program. Auxiliary aids and services are available upon request to individuals with disabilities.
Summer of Success
2020 Youth Internship Program

Seeking motivated Martin County youth to join our Summer of Success program! Are you ready to work and learn valuable skills while getting paid? If so, complete an interest form today!

Who Can Apply:

- Youth between the ages of 16-21
- Martin County residents
- Able to commit to the full program
- Have reliable transportation to and from program sites
- Be motivated to succeed

What You Get:

- Real workplace training
- Youth Employment Success Solution (YESS) training with an incentive for completion
- Paid $9.00/hr, up to 32 hours weekly, during internship

This is your opportunity to earn $1,200 or more this summer!

YESS Program runs June 8th - June 19th

6 week Internships run June 22nd - July 31st

For more information please e-mail:
tgraul@careersourcerc.com
EXPLORE LEARN GROW ADVANCE

LAND A GREAT CAREER WITH A LOCAL MANUFACTURER
During the week-long Manufacturing Boot Camp, you will tour local manufacturers, participate in hands-on activities to discover a variety of relevant manufacturing skills, and gain valuable interviewing and resume-writing skills.

Manufacturing Boot Camp participants will have the opportunity to transition into a full-time, paid Industrial Manufacturing Technician Apprenticeship with Indian River County Manufacturers at the end of the program.

PROGRAM DETAILS & REQUIREMENTS
- Open to all high school seniors in Indian River County, including those who are homeschooled or completing their GEDs.
- Boot Camp and manufacturing facility tours run from May 18-22, 2020, from 8:00 a.m. to 4:00 p.m. daily.
- Lunch and transportation to and from the manufacturing locations are also provided each day.

PRESENTED IN PARTNERSHIP BY

- Indian River County Chamber of Commerce
- CareerSource Research Coast
- Treasure Coast Technical College
- Boys & Girls Clubs of Indian River County
- GYAC
- Treasure Coast Manufacturers Association
- School District of Indian River County
- Youth Guidance Mentoring & Activities Program
Toll road would erase us, small Lee town says

By BILL SMITH, Fort Myers News-Press Feb. 1, 2020
Comments

ALVA, Fla. (AP) — Some residents of the Lee County enclave of Alva, population 2,500, are organizing to oppose a massive road-building project that may ultimately eclipse any in Florida's history.

Sometimes referred to locally as the toll road, the project would create connector roads through corridors in three parts of the state. The roads would link rural Florida with an existing highway grid that offers highway connections from Pensacola and Jacksonville to the north to Naples and Miami in the south.

For Alva residents, a new highway through their part of the world threatens a lifestyle that changes little as time and generations pass.

"We have heard rumors and talk about putting a major highway through the central part of Florida for number of years, and we've just kind of ignored them because nothing seemed to happen," said Ruby Daniels, president of Alva Inc. and, for decades, a leading guardian of the Alva way of life.
The 2019 legislative session changed that with the stroke of a gubernatorial pen.

"Something has happened that we cannot ignore," Daniels told a meeting of her group recently. "After the last legislative session, Gov. Ron DeSantis authorized the design and construction of bringing a toll road through rural Florida, and rural is the key word here."

A bill signed by the governor in May would patch three corridors into the state highway system.

Easier access to highways could enhance the value of pastures, farms and vacant land in the rural route expected to be followed by the highway.

Studies are underway to develop routes for a new Southwest-Central Florida connector from Collier County to Polk County. The other segments of the project would expand the Suncoast Expressway from Tampa to Tallahassee and a third would hook Florida's turnpike to that new road.

Construction is planned to begin in two years and continue through the decade.

In Alva, residents fear a route will be recommended that will come close enough to forever change historically rural areas in Southwest Florida.

"We have several reasons to suspect that the toll roads and the service road is going to come right along the Lee/Hendry county line," Daniels told an audience this week. No longer a mere concept, the project has legislative and executive backing and its own acronym.

The state Department of Transportation calls it M-CORES, referring to the project's objective in creating Multi-use Corridors of Regional Economic Significance. The new system would provide more than just an asphalt thoroughfare. Potential features include a grid for autonomous cars, improved water and sewer connectivity and better access to a skilled workforce. There has been talk of using the corridors to enhance broadband service, no small benefit in rural areas.

In Alva, there is more worry than optimism.

Supporters say the multi-uses include creating a road to make evacuation easier when hurricanes strike while reducing traffic jams in the day-to-day world by absorbing long distance travel into a limited access highway.

"Do you think they're going to build roads all the way down to Naples and not put exits on those roads?" Daniels asked the Alva Inc. membership. "You drive on toll roads and you stop to get what — gasoline, what else — food and if you’re really tired, hotels, so this springs up."

Even in the rural areas of Southwest Florida, there are some who disagree with their neighbors, believing the proposed connectors can be a benefit.

LaBelle businessman Al Curry said a limited access toll road can provide a needed benefit by shifting long-distance traffic off Interstate 75 and the two-lane country roads, freeing them for regional traffic.
"I think it would take the pressure off the other roads," Curry said in a phone interview noting the rural character of lands surrounding sections of Florida's Turnpike. "People don't want to get on and off and pay the toll — they refuel and get something to eat on the turnpike."

East county resident Peter Blackwell noted that "it's not like they're stealing the land from the farmers."

"They can certainly make more money selling the land than they can growing something on it," Blackwell said.

"What do we do when we've built on every piece of land that we have?" Daniels responded. "Maybe we should stop advertising up north for people coming down here."

Some longtime residents are not inclined to take the risk that their community may be changed.

"There is no reason to redevelop Alva. We are one of the few agricultural, rural. small towns left in this part of Florida — us and Buckingham," resident Denise Eberle told the Alva Inc. meeting. "It needs to stay that way.

“There is no reason for sprawl out here. There is no reason for big development out here. Leave us alone.”
A trip along the west coast of Florida from the Panhandle to the Everglades is a voyage through some of the state’s finest remaining natural lands. Still predominantly rural and agricultural, springs, swamps and rivers abound, clues to the region’s most precious resource: Water.

But these lands—and the waters they shelter—are now threatened.

In 2019 the Florida Legislature passed SB 7068, which calls for the construction of three toll roads in three corridors linking North Florida with Collier County. Along with expressways, it promises to bring sprawl – convenience stores, strip malls and suburban developments -- to this unspoiled stretch of old Florida. There has been scant regard for harm to the current agriculture and eco-tourism-based economy, costs to strapped local governments to provide infrastructure and services to support new development, or damage to Florida’s vulnerable water supply.

Victoria Tschinkel, former Secretary of the Florida Department of Environmental Regulation, has served on the Board of Directors of 1000 Friends of Florida for more than 20 years. [1000 Friends of Florida]
Open expanses of natural lands protect Florida’s waters so vital for human consumption, agriculture and the environment. As rains fall, waters percolate through uplands and wetlands before being further purified and stored in the limestone karst that underlies much of Florida. But when lands are developed with miles of roads and sprawling development, their ability to absorb rainwater is greatly diminished. Waters instead run across expanses of pavement, picking up pollutants along the way. The urban stormwater runoff that doesn’t wash into nearby waterways goes to vast treatment facilities, bypassing nature’s more cost effective and efficient cleansing and storing abilities.

With water quality in crisis in some parts of Florida and water shortages in others, protecting rural land from development should be a top state priority. Yet the three toll road corridors cut through some of Florida’s best remaining lands and most valuable water resources. Their path starts in the Panhandle, where the expansive pinelands of the Red Hills replenish the Floridan aquifer, source of drinking water for millions of Floridians. To the south, where two corridors converge, lies the heart of Florida’s springs country – hundreds of pristine, crystal blue watering holes that serve as eyes into the aquifer.

Continuing the southward trek, the Green Swamp feeds the Hillsborough, Withlacoochee, Ocklawaha and Peace rivers – the source of much of Central Florida’s water supply. The state’s land planning agency notes the swamp’s designation as an Area of Critical State Concern “recognizes its valuable hydrologic function and the need to specifically regulate encroaching development that imperils these functions.” Yet a toll road corridor runs smack dab through Green Swamp.

Following the Peace River further south, the southernmost M-CORES corridor features ranch lands, citrus groves, and crop farms. Its seasonally wet grasslands and longleaf pine savannas help nourish the greater Everglades ecosystem. The Peace River provides drinking water and recreation, and its flow into Charlotte Harbor helps support commercial and recreational uses there. Fragmentation of these lands with more roads and development would further threaten Collier County, ground zero for the endangered panther.

Economic development is essential for this swath of rural Florida. But it must build on the region’s rich agricultural heritage and natural resources without destroying the waters so critical to Florida’s future.
Miami-Dade commuters’ tolls will pay for North Florida roads they won’t use | Opinion

BY TIM JACKSON

December 11, 2019 06:12 PM

The Suncoast Parkway will be part of a new road system that will extend from the Georgia border in Florida’s Panhandle south to Collier County on the edge of the Everglades. VISIT FLORIDA

If you drive on Florida’s Turnpike, here’s something to think about: In a few years, a large chunk of the money you pay in tolls and gas tax is likely to be diverted to build 340 miles of new toll roads through some of Florida’s best remaining rural and agricultural — meaning undeveloped — lands along the state’s west coast.

Earlier this year the Florida House and Senate overwhelmingly supported — and Gov. DeSantis signed into law SB 7068 — or M-CORES as it is more commonly known. This new road system is planned to extend from the Georgia border in the Panhandle south to Collier County on the fringes of the Everglades. Given reasons include hurricane evacuation, although dumping millions of anxious Floridians onto two-lane roads in rural Georgia does not seem to be the most efficient solution.

Senate President Galvano — representing Manatee and part of Hillsborough counties — made this his top priority for the 2019 legislative session. The legislation passed overwhelmingly in both the Senate and House and includes an ironclad requirement that construction start in 2023 and be completed by 2030. This is an extremely
ambitious timeline for the largest transportation project in Florida since the construction of the interstate system in the 1950s.

But are the predicted traffic volumes even reasonable, and will they generate enough toll revenue to cover the costs? Not if past projects are any guide. The 25-mile Wekiva Parkway around Orlando is estimated to take 18 years, from authorizing legislation to scheduled completion, costing $64 million a mile. At the same cost, the 340-mile M-CORES — slated to take a scant 11 years from authorization to completion — would cost taxpayers a whopping $21.76 billion.

And consider this: The typical new toll road in Florida requires significant deficit funding for the first 30 years of operation (before its annual toll revenues cover its annual debt service). So where will the rest of the funding come from? Excess tolls from the Turnpike System (primarily generated in Miami-Dade, Broward and Palm Beach counties) are the most likely source to help pay for these new roads through rural lands.

Another likely source is the reallocation of revenue from existing gas taxes, diverting scarce transportation dollars from much-needed urban road maintenance and improvement projects in Miami, Fort Lauderdale and beyond to promote development in rural areas. The final funding option? To pass an additional gas tax, which seems unlikely.

So, drivers in South Florida are likely to bear the brunt of paying for these new roads. Transportation in Florida is supposed to be guided by a long-range plan, supplemented by five-year work plans, with new road systems guided by the corridor planning process. M-CORES circumvents all of this. The first step of corridor planning, adopted under Gov. Jeb Bush and reaffirmed by Gov. Rick Scott, is to determine need, ensure that the project is consistent with statewide, regional and local policies related to growth, identify environmental resources and develop a plan for moving forward. But with M-CORES there is no transportation planning process to determine whether they meet these initial requirements and provide the best transportation solution for 21st-century Florida.

Not only has there been no meaningful analysis of the need for hundreds of miles of new roads, but also no documentation that this massive project will create permanent jobs in the rural areas as is being claimed. And there has been no analysis of how local governments will be able to pay the increased costs of providing schools, water and sewer lines, and other needed services and infrastructure for the sprawling new subdivisions sure to follow these roads and replace productive agricultural lands and open space.

Also, impacts on and costs of protecting sensitive springsheds that nourish Florida’s drinking water, habitat for panther and other vulnerable wildlife, or our dwindling farmlands have not been taken into account.
In this era of limited fiscal resources, it is time to follow the state’s well-vetted planning process to determine the best long-term solutions to address Florida’s massive transportation needs — and not hastily charge ahead on costly and unnecessary new toll roads. We, the taxpayers, deserve nothing less.

Tim Jackson, a transportation planner, has served on the board of directors of 1000 Friends of Florida for more than 20 years.
Trading gas and bolts for amps and volts
The time is upon us: The electric cars cometh. It’s inexorable, so like it or lump it, it’s time to figure them out. First, though, we need to understand a few terms and the basic concepts behind those terms before we can get a bit deeper into the weeds. Have you been reading and hearing about EVs and wondering, “What does this all actually mean?” We’re here to help.

Volt: Think of the volt as a measurement of electrical “pressure,” like you’d find in a common garden hose. For a given diameter of hose, turning up the pressure moves more water. (Water is equivalent to power in this analogy.)

Ampere: Continuing the garden hose analogy, think of the ampere (aka amp) as a measurement of electrical “flow,” with a larger-diameter hose—higher amperage—flowing more water (electrical power) at any given pressure (voltage).

Watt: Named for James Watt, who also defined the term “horsepower,” the watt is a measure of the expenditure of energy over time. The particulars don’t really matter here; what does matter is that the watt measures the exact same thing horsepower does. It’s just a different unit. Like liters and gallons. One horsepower is equal to 746.75 watts.
**Kilowatt:**
The kilowatt is just 1,000 watts. Watts are small, so a bunch of them need to be grouped up to have meaning in the world of vehicle-level power:
One kilowatt is equal to 1.34 horsepower.

**Horsepower:**
A unit originally invented to aid in the sales and marketing of steam engines, by measuring the output of the then-new machines in familiar, easy-to-understand terms. Like the watt, the horsepower is a measure of the delivery of energy over time.

**Torque:**
A measure of a force applied around an axis. In simple terms, it's how hard something can twist a shaft.
It's important to note that torque is independent of movement or time; torque can be applied at zero rpm. To make sense of that, think about turning a doorknob until it stops and then holding it there. The force you used to turn it is torque, and so is the force you're using to hold it, even though the doorknob is no longer rotating.

**Horsepower:**
1 hp = 745.7 watts

An actual horse can output around 15 hp at peak; the "horsepower" unit we know and use was meant to reflect the constant power output of a horse.

**Torque:**
\[ T = F \times L \] (Force) \times (Length)
Lithium-ion:
A blanket term covering many different formulations of battery. In the most basic terms, a lithium-ion battery is any battery that uses a lithium-based cathode (positive electrode). In the charging process, negatively charged electrons are supplied to the anode (negative electrode), drawing charged lithium particles (ions) through an electrolyte from the cathode to the anode, where they are stored. When the battery discharges, the ions move back to the lithium cathode, freeing the stored electrons to move, generating electricity. A separator prevents current from traveling within the battery.

Rotor:
The rotor is, as the name implies, the rotating bit in an electric motor. Think of it kind of like the crankshaft of a combustion engine; forces in the motor cause the rotor to spin, and that spinning is the motor’s output.
**Stator:**
The fixed parts surrounding the rotating part of an electric motor. The stator causes the rotor to spin by creating a constantly rotating magnetic field around its circumference. This rotating magnetic field interacts with the rotor's magnetic field, causing it to spin.

**Permanent-magnet synchronous motor:**
The rotor's magnetic field is supplied by permanent rare earth magnets, and it rotates in sync with the stator's rotating magnetic field, hence the "synchronous" part of the name.

**Induction asynchronous motor:**
Instead of permanent magnets, induction motors use electrical current to induce a magnetic field in a cage of metal bars on the rotor, similar to how an electromagnet works. In order for the electromagnetic induction process to happen, there has to be some slight misalignment between the fields of the stator and the metal bars on the rotor. This misalignment is known as "slip," and it's also what makes the motor "asynchronous."
Employment Summary - Treasure Coast Region  
January 24, 2020

Highlights
- Unemployment in the Region decreased to 2.8 percent in December, down from 3.4 percent in December of the previous year.
- The Region gained 10,400 new non-agricultural jobs year over year from December 2018 to December 2019.
- Job gains were primarily in government; education and health services; and leisure and hospitality.

- This unemployment summary is derived from: Local Area Unemployment Statistics prepared by the Florida Department of Economic Opportunity, Overview of the CareerSource Research Coast Region (Indian River, Martin, and St. Lucie counties) and Overview of CareerSource Palm Beach County Region (Palm Beach County) prepared by the two workforce development boards in the Treasure Coast Region. The CareerSource reports follow this regional summary.

- The unemployment rate for the Treasure Coast Region was 2.8 percent in December 2019, down 0.6 percentage points from the December 2018 rate of 3.4 percent. The Region’s unemployment rate was 0.3 percentage points higher than the state’s unemployment rate of 2.5 percent and 0.6 percentage points lower than the national unemployment rate of 3.4 percent. Out of a labor force of 1,030,196 there were 28,652 unemployed residents in the Treasure Coast Region in December 2019.

- The Treasure Coast Region contains three metropolitan statistical areas (MSAs): the Port St. Lucie MSA (Martin and St. Lucie counties), the Sebastian-Vero Beach MSA (Indian River County), and the West Palm Beach-Boca Raton-Delray Beach MSD (Palm Beach County). In December 2019, non-agricultural employment in the combined metropolitan areas of the Region was 870,700, an increase of 10,400 jobs over the previous year.

### Unemployment Rates*

<table>
<thead>
<tr>
<th>Geographic Area</th>
<th>December 2019</th>
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<td>United States</td>
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<td>3.7</td>
</tr>
</tbody>
</table>

Source: Florida Department of Economic Opportunity, Local Area Unemployment Statistics.  
*Not seasonally adjusted.
In the combined metropolitan areas, job gains were primarily in government (+3,600); education and health services (+2,700); and leisure and hospitality (+2,400).

Job losses were in trade, transportation, and utilities (-1,400); other services (-1,100); and information (-500). Other services includes, but is not limited to, businesses such as: automotive repair; personal household goods repair; dry cleaners; hair salons and barber shops; funeral homes; pet care services; and religious organizations.

Port St. Lucie Metro Area:
- The government (+2.5 percent); other services (+2.4 percent); and financial activities (+1.7 percent) industries grew faster in the metro area than statewide over the year.

Sebastian-Vero Beach Metro Area:
- The leisure and hospitality (+6.9 percent); education and health services (+4.7 percent); professional and business services (+4.6 percent); manufacturing (+4.3 percent); trade, transportation, and utilities (+2.8 percent); and government (+1.8 percent) industries grew faster in the metro area than statewide over the year.

West Palm Beach-Boca Raton-Delray Beach Metropolitan Division:
- The West Palm Bch-Boca Raton-Delray Bch Metro Division had the highest annual job rate growth compared to all the metro areas in the state in government (+3,000 jobs) and financial activities (+2,100 jobs) in December 2019.
Overview of the CareerSource Research Coast Region
Not Seasonally Adjusted
January 24, 2020

- The unemployment rate in the CareerSource Research Coast region (Indian River, Martin, and St. Lucie counties) was 3.0 percent in December 2019. This rate was 0.7 percentage point lower than the region’s year ago rate of 3.7 percent. The labor force was 289,210, up 4,420 (+1.6) over the year. There were 8,784 unemployed residents in the region.

- Martin County had the lowest unemployment rate (2.6 percent) in the CareerSource Research Coast region followed by Indian River County (3.1 percent) and St. Lucie County (3.3 percent).

- The CareerSource Research Coast region contains two metropolitan statistical areas (MSAs): the Port St. Lucie MSA (Martin and St. Lucie counties) and the Sebastian-Vero Beach MSA (Indian River County). In December 2019, nonagricultural employment in the combined CareerSource Research Coast metro areas was 216,200, an increase of 4,800 jobs (+2.3 percent) over the previous year.

- In the combined CareerSource Research Coast metro areas, the major industries that gained jobs over the year were: education and health services (+1,500 jobs); leisure and hospitality (+1,400 jobs); mining, logging, and construction (+600 jobs); government (+600 jobs); trade, transportation, and utilities (+500 jobs); manufacturing (+200 jobs); other services (+200 jobs); and financial activities (+100 jobs).

- The professional and business services (-300 jobs) industry lost jobs over the year.

- The information industry was unchanged over the year.

Port St. Lucie Metro Area

- The majority of the nonagricultural employment in the CareerSource Research Coast region was in the Port St. Lucie metro area. This metro area accounted for 159,000 jobs in December 2019, an increase of 2,800 jobs from December 2018 (+1.8 percent).

- The government (+2.5 percent); other services (+2.4 percent); and financial activities (+1.7 percent) industries grew faster in the metro area than the statewide over the year.

- The Port St. Lucie MSA had the third fastest annual job growth rate compared to all the metro areas in the state in government (+2.5 percent) in December 2019.

Note: All data are subject to revision.
Source: Florida Department of Economic Opportunity, Bureau of Workforce Statistics and Economic Research.
• The industries gaining in jobs over the year were: education and health services (+1,000 jobs); leisure and hospitality (+800 jobs); mining, logging, and construction (+500 jobs); government (+500 jobs); trade, transportation, and utilities (+200 jobs); other services (+200 jobs); manufacturing (+100 jobs); and financial activities (+100 jobs).

• The professional and business services (-600 jobs) lost jobs over the year.

• The information industry was unchanged over the year.

Sebastian-Vero Beach Metro Area

• In December 2019 nonagricultural employment in the Sebastian-Vero Beach MSA was 57,200, an increase of 2,000 jobs (+3.6 percent) over the year.

• The Sebastian-Vero Beach MSA had the fastest annual job growth rate compared to all the metro areas in the state in leisure and hospitality (+6.9 percent) in December 2019.

• The Sebastian-Vero Beach MSA was tied for the third fastest annual job growth rate compared to all the metro areas in the state in trade, transportation, and utilities (+2.8 percent) in December 2019.

• The leisure and hospitality (+6.9 percent); education and health services (+4.7 percent); professional and business services (+4.6 percent); manufacturing (+4.3 percent); trade, transportation, and utilities (+2.8 percent); and government (+1.8 percent) industries grew faster in the metro area than statewide over the year.

• The industries gaining in jobs over the year were: leisure and hospitality (+600 jobs); education and health services (+500 jobs); trade, transportation, and utilities (+300 jobs); professional and business services (+300 jobs); mining, logging, and construction (+100 jobs); manufacturing (+100 jobs); and government (+100 jobs).

• The information, financial activities, and other services industries were unchanged over the year.

Note: All data are subject to revision.
Source: Florida Department of Economic Opportunity, Bureau of Workforce Statistics and Economic Research.
<table>
<thead>
<tr>
<th>Unemployment Rates (not seasonally adjusted)</th>
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<tr>
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<td>Martin County</td>
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<td>2.7%</td>
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<td>St. Lucie County</td>
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<td>Florida</td>
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<td>United States</td>
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<table>
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<tr>
<th>Nonagricultural Employment by Industry (not seasonally adjusted)</th>
<th>Port St. Lucie Metropolitan Statistical Area</th>
<th>Sebastian-Vero Beach Metropolitan Statistical Area</th>
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<tr>
<td>Total Employment</td>
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<tr>
<td>Mining, Logging, and Construction</td>
<td>12,800</td>
<td>12,900</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>7,900</td>
<td>7,200</td>
</tr>
<tr>
<td>Trade, Transportation, and Utilities</td>
<td>32,400</td>
<td>32,200</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>5,000</td>
<td>5,000</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>22,600</td>
<td>22,900</td>
</tr>
<tr>
<td>Transportation, Warehousing, and Utilities</td>
<td>4,800</td>
<td>4,800</td>
</tr>
<tr>
<td>Information</td>
<td>1,200</td>
<td>1,200</td>
</tr>
<tr>
<td>Financial Activities</td>
<td>3,900</td>
<td>3,800</td>
</tr>
<tr>
<td>Professional and Business Services</td>
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<td>20,400</td>
</tr>
<tr>
<td>Education and Health Services</td>
<td>29,000</td>
<td>28,000</td>
</tr>
<tr>
<td>Leisure and Hospitality</td>
<td>21,400</td>
<td>20,600</td>
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<tr>
<td>Other Services</td>
<td>8,600</td>
<td>8,400</td>
</tr>
<tr>
<td>Government</td>
<td>26,600</td>
<td>20,100</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Nonagricultural Employment by Industry (not seasonally adjusted)</th>
<th>CareerSource Research Coast Combined Metropolitan Statistical Areas</th>
<th>Florida</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Employment</td>
<td>216,200</td>
<td>211,400</td>
</tr>
<tr>
<td>Mining, Logging, and Construction</td>
<td>17,900</td>
<td>16,700</td>
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<tr>
<td>Manufacturing</td>
<td>9,700</td>
<td>9,500</td>
</tr>
<tr>
<td>Trade, Transportation, and Utilities</td>
<td>43,600</td>
<td>42,100</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>3,900</td>
<td>3,900</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>31,900</td>
<td>31,400</td>
</tr>
<tr>
<td>Transportation, Warehousing, and Utilities</td>
<td>5,800</td>
<td>5,800</td>
</tr>
<tr>
<td>Information</td>
<td>1,800</td>
<td>1,800</td>
</tr>
<tr>
<td>Financial Activities</td>
<td>8,600</td>
<td>8,500</td>
</tr>
<tr>
<td>Professional and Business Services</td>
<td>26,600</td>
<td>26,900</td>
</tr>
<tr>
<td>Education and Health Services</td>
<td>40,200</td>
<td>38,700</td>
</tr>
<tr>
<td>Leisure and Hospitality</td>
<td>30,700</td>
<td>29,800</td>
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<tr>
<td>Other Services</td>
<td>11,500</td>
<td>11,300</td>
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<tr>
<td>Government</td>
<td>26,200</td>
<td>25,600</td>
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</table>

<table>
<thead>
<tr>
<th>Population</th>
<th>2018</th>
<th>2017</th>
<th>change</th>
<th>percent change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CareerSource Research Coast</td>
<td>639,453</td>
<td>627,506</td>
<td>11,947</td>
<td>1.9</td>
</tr>
<tr>
<td>Indian River County</td>
<td>157,413</td>
<td>154,314</td>
<td>3,099</td>
<td>2.0</td>
</tr>
<tr>
<td>Martin County</td>
<td>360,812</td>
<td>359,752</td>
<td>1,060</td>
<td>0.7</td>
</tr>
<tr>
<td>St. Lucie County</td>
<td>221,328</td>
<td>223,400</td>
<td>-1,072</td>
<td>-0.5</td>
</tr>
<tr>
<td>Florida</td>
<td>21,289,325</td>
<td>20,976,812</td>
<td>322,513</td>
<td>1.5</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Average Annual Wage</th>
<th>2018</th>
<th>2017</th>
<th>change</th>
<th>percent change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CareerSource Research Coast</td>
<td>$42,011</td>
<td>$40,865</td>
<td>$1,146</td>
<td>2.8</td>
</tr>
<tr>
<td>Indian River County</td>
<td>$42,881</td>
<td>$41,572</td>
<td>$1,309</td>
<td>3.3</td>
</tr>
<tr>
<td>Martin County</td>
<td>$42,310</td>
<td>$41,251</td>
<td>$1,059</td>
<td>2.6</td>
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<tr>
<td>St. Lucie County</td>
<td>$41,155</td>
<td>$40,043</td>
<td>$1,112</td>
<td>2.8</td>
</tr>
<tr>
<td>Florida</td>
<td>$50,090</td>
<td>$48,460</td>
<td>$1,630</td>
<td>3.4</td>
</tr>
</tbody>
</table>

Note: All data are subject to revision.
Source: Florida Department of Economic Opportunity, Bureau of Workforce Statistics and Economic Research.
Overview of the CareerSource Palm Beach County Region
Not Seasonally Adjusted
January 24, 2020

- The unemployment rate in the CareerSource Palm Beach County region (Palm Beach County) was 2.7 percent in December 2019. This rate was 0.5 percentage point lower than the region’s year ago rate of 3.2 percent. The labor force was 740,986, up 3,787 (+0.5) over the year. There were 19,868 unemployed residents in the region.

- In December 2019 nonagricultural employment in the West Palm Bch-Boca Raton-Delray Bch Metro Division was 654,500, an increase of 5,600 jobs (+0.9 percent) over the year.

- The West Palm Bch-Boca Raton-Delray Bch Metro Division had the highest annual job growth compared to all the metro areas in the state in government (+3,000 jobs) and financial activities (+2,100 jobs) in December 2019.

- The West Palm Bch-Boca Raton-Delray Bch Metro Division had the fastest annual job growth rate compared to all the metro areas in the state in government (+4.5 percent) in December 2019.

- The West Palm Bch-Boca Raton-Delray Bch Metro Division had the third fastest annual job growth rate compared to all the metro areas in the state in financial activities (+4.9 percent) in December 2019.

- The financial activities (+4.9 percent) and government (+4.5 percent) industries grew faster in the metro area than statewide over the year.

- The industries gaining in jobs over the year were: government (+3,000 jobs); financial activities (+2,100 jobs); construction (+1,600 jobs); education and health services (+1,200 jobs); leisure and hospitality (+1,000 jobs); and professional and business services (+500 jobs).

- The trade, transportation, and utilities (-1,900 jobs); other services (-1,300 jobs); information (-500 jobs); and manufacturing (-100 jobs) industries lost jobs over the year.

Note: All data are subject to revision.
Source: Florida Department of Economic Opportunity, Bureau of Workforce Statistics and Economic Research.
### Unemployment Rates

<table>
<thead>
<tr>
<th></th>
<th>Dec-19</th>
<th>Nov-19</th>
<th>Dec-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>CareerSource Palm Beach County</td>
<td>2.7%</td>
<td>2.8%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Florida</td>
<td>2.5%</td>
<td>2.7%</td>
<td>3.3%</td>
</tr>
<tr>
<td>United States</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.7%</td>
</tr>
</tbody>
</table>

### Nonagricultural Employment by Industry

<table>
<thead>
<tr>
<th>Industry</th>
<th>Metropolitan Division</th>
<th>Florida</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dec-19</td>
<td>Dec-18</td>
</tr>
<tr>
<td>Total Employment</td>
<td>654,500</td>
<td>648,900</td>
</tr>
<tr>
<td>Mining and Logging</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Construction</td>
<td>40,300</td>
<td>38,700</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>29,900</td>
<td>21,000</td>
</tr>
<tr>
<td>Trade, Transportation, and Utilities</td>
<td>120,100</td>
<td>122,000</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>25,400</td>
<td>25,000</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>80,500</td>
<td>83,200</td>
</tr>
<tr>
<td>Transportation, Warehousing, and Utility</td>
<td>14,200</td>
<td>13,800</td>
</tr>
<tr>
<td>Information</td>
<td>10,400</td>
<td>10,500</td>
</tr>
<tr>
<td>Financial Activities</td>
<td>45,000</td>
<td>42,900</td>
</tr>
<tr>
<td>Professional and Business Services</td>
<td>117,500</td>
<td>117,000</td>
</tr>
<tr>
<td>Education and Health Services</td>
<td>104,400</td>
<td>103,200</td>
</tr>
<tr>
<td>Leisure and Hospitality</td>
<td>94,400</td>
<td>93,400</td>
</tr>
<tr>
<td>Other Services</td>
<td>31,800</td>
<td>31,100</td>
</tr>
<tr>
<td>Government</td>
<td>69,600</td>
<td>66,600</td>
</tr>
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</table>

### Population

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
<th>change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CareerSource Palm Beach County</td>
<td>1,471,150</td>
<td>1,459,708</td>
<td>11,442</td>
</tr>
<tr>
<td>Florida</td>
<td>21,299,925</td>
<td>20,976,812</td>
<td>323,113</td>
</tr>
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</table>

### Average Annual Wage

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
<th>change</th>
</tr>
</thead>
<tbody>
<tr>
<td>CareerSource Palm Beach County</td>
<td>$54,793</td>
<td>$53,493</td>
<td>$1,300</td>
</tr>
<tr>
<td>Florida</td>
<td>$50,090</td>
<td>$48,460</td>
<td>$1,630</td>
</tr>
</tbody>
</table>

Note: All data are subject to revision.

Source: Florida Department of Economic Opportunity, Bureau of Workforce Statistics and Economic Research.