

Naval Station Mayport

Adaptation Package #3: Adaptation for Improved Fuel Depot Resilience

This package includes a strategic project that improves fuel storage resilience for the Naval Station Mayport and MCSF Blount Island. It encompasses detailed compound flooding modeling, targeted infrastructure hardening, wetland and shoreline improvements, fuel storage redundancy planning, and feasibility evaluation for relocation. These initiatives can be led by state, regional, and local agencies, as well as utility sector partners.



This study was prepared under contract with the Northeast Florida Regional Council with financial support from the Office of Local Defense Community Cooperation, Department of Defense.

The content herein reflects the views of the Northeast Florida Regional Council and does not necessarily reflect the views of the Office of Local Defense Community Cooperation or the Department of Defense.

How to Read this Document

Project Summary Packages provide details on recommendations, background, and context to facilitate and accelerate implementation. The summaries are presented by mission-critical priority assets in the study area. The recommendations may include physical projects, new partnerships, and modernized policies identified over the course of the project. Presented in three sections, **Background and Context, Recommendations, and Implementation Tools**, each summary package can be used to brief decision makers and to complete funding requests and/or grant applications.

The first section, **Background and Context**, situates the reader to the Military Installation Readiness Review (MIRR) project, the study area location, and the military installations. It includes the following subsections:

- **Mission of the Installation of the Package**, which reminds the reader of the installations' purpose and importance of readiness
- **Mission-Critical Priority Assets** for the installation as identified through stakeholder engagement and vulnerability assessment
- **Current Conditions** of the mission-critical asset of the package, which illustrate the issues in local context
- **MIRR Adaptation Strategy Framework**, which is aligned to the region's vision for a Resilient First Coast and is the foundation of this body of work

The second section, **Recommendations**, dives into the issues challenging the region and study area and presents recommendations in the form of investments through projects, policy modernization, and/or by forging new partnerships among diverse stakeholder groups. This section is informed by the vulnerability assessment findings, stakeholder insight on ongoing projects and priorities, and best practices research. Information on the following topics is included in this section:

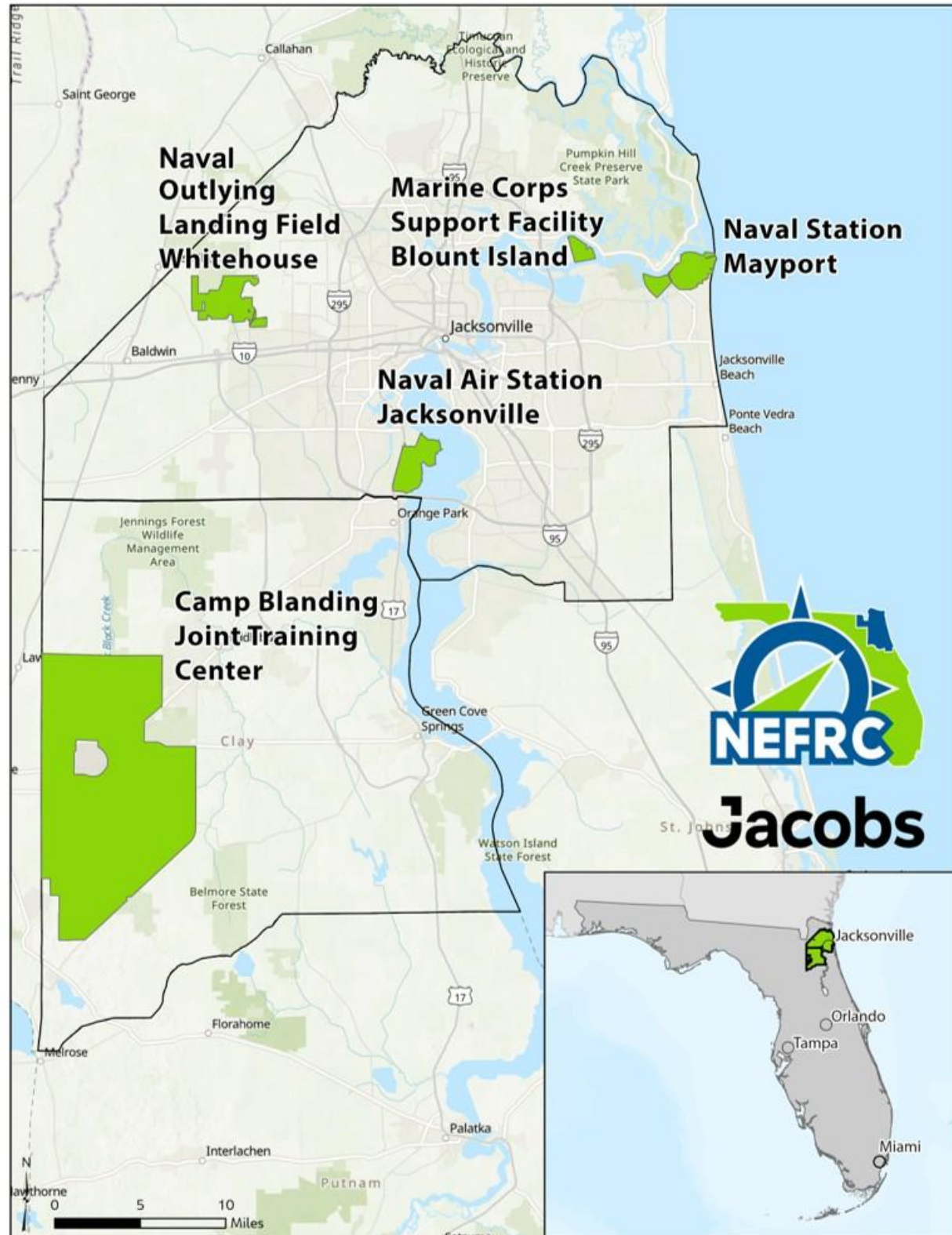
- **Shocks and Stresses** affecting the mission-critical asset
- **Project Objective**, which captures the adaptation goal for the following recommendations to support mission readiness through community resilience
- **Stakeholders and Current Efforts** highlighting successful foundational work upon which to build
- **Recommended Strategic Projects, Policies, and Partnerships**, including the owners and partners, vulnerability being addressed, co-benefits, foundational existing projects (as applicable), and timeline to comment implementation
- The **Metrics and Cost-Benefit Analysis** section, which illustrates how the recommendations were evaluated to determine appropriateness, viability, and achievement of project goals; this tool is available as new projects are identified by implementation partners

The final section, **Implementation Tools**, is provided as a resource to move from planning to action:

- **Financial Strategy Toolkit with Funding Opportunities**, which presents a matrix of opportunities and tools to finance and fund recommendations. Some recent grant opportunities are highlighted; however, given the changing conditions of federal sources and requirements, these should be viewed as initial suggestions for further review and applicability at the appropriate time.
- **References** are presented for user convenience.

Background and Content

Figure 1. Northeast Florida MIRR Study Area Map



In 2024, the Northeast Florida Regional Council (NEFRC) obtained a MIRR grant from the Department of Defense's Office of Local Defense Community Cooperation to identify and analyze the assets, hazards, and corresponding vulnerabilities and risks that affect the military installations in Duval and Clay counties. This study includes Camp Blanding Joint Training Center, Marine Corps Support Facility Blount Island, Naval Station (NS) Mayport, and Naval Air Station Jacksonville (Figure 1). The goal is to increase the resilience and readiness of these installations from the impacts of extreme weather events, infrastructure challenges, and other vulnerabilities, thereby promoting mission assurance. The adaptation projects are structured into comprehensive Summary Packages, with each focused on a specific mission-critical asset or system.

NS Mayport

NS Mayport is located on the eastern edge of Duval County at the mouth of the St. Johns River. The installation is north of Atlantic Beach, south of the St. Johns River, and east of the Village of Mayport. Because of its location, NS Mayport is unique in its operational composition, combining a busy seaport with an air facility. It can accommodate 34 ships while also operating an 8,000-foot-long runway suitable for any aircraft in the DoD inventory. The base also houses helicopter training sites and uses the surrounding marshlands as essential training environments. Another benefit to NS Mayport's location is the small tidal fluctuations that enable loading and unloading of ships throughout the year. Because of its location at the confluence of the St. Johns River and Atlantic Ocean, the installation is able to serve as a central hub of naval activity, with easy access to Central America, South America, and the Caribbean.

Mission

NS Mayport spans 3,409 acres and serves as a major surface and air warfare-focused installation. Its mission is to provide "The Finest Service to the Finest Fleet." NS Mayport supports the homeporting, readiness, and sustainment of Atlantic Fleet surface forces while also hosting the headquarters and operational activities of U.S. Naval Forces Southern Command/U.S. Fourth Fleet, which employs maritime forces in cooperative security operations to maintain access, enhance interoperability, build enduring partnerships, strengthen regional security, and promote peace, stability, and prosperity throughout the Caribbean and Central and South America. The Fourth Fleet's Area of Responsibility includes 31 countries, 16 dependencies, and areas of special sovereignty, a combined area equaling approximately one-sixth of the world's landmass.

In addition to providing a home for the Fourth Fleet, NS Mayport also supports aviation basing for rotary-wing and unmanned aircraft. The installation is home to the Helicopter Maritime Strike Wing, U.S. Atlantic Fleet (CHSMWL), multiple Helicopter Maritime Strike Squadrons, and the launch, recovery and maintenance location for Unmanned Patrol Squadron (VUP) 19, which uses MQ-4C Triton aircraft for intelligence, surveillance, and reconnaissance purposes. Overall, NS Mayport plays a critical role for fleet readiness and sustainment in the southern hemisphere.

NS Mayport also has multiple secondary missions. It enables carrier and amphibious operations, enables joint/coalition operations and exercises, supports humanitarian and disaster response, and supports major tenant commands. The installation provides operational, logistical, and quality of life support to 82 tenant commands. NS Mayport serves as a critical hub for regional and international defense operations. As of March 2024, NS Mayport is home to 8,076 active-duty

and reserve full-time support personnel, along with 21,500 family members. The workforce also includes 826 civilian employees, 523 non-appropriated fund employees, 1,504 contract employees, and 19 Selected Reserve members.

Installation Interconnections

The Naval Station Mayport linkage overlays, as shown in the NEFL MIRR webpage, illustrate the installation's role as one of Florida's most important surface-fleet, rotary-wing, sustainment, and maritime operations hubs. The maps show how Mayport connects locally to NAS Jacksonville, Blount Island, the St. Johns River defense logistics network, while also linking nationally to Norfolk-based Navy fleet, surface-force, aviation, training, maintenance, and logistics commands. Together, the layers demonstrate that Mayport is not simply a ship homeport, but a combined operating platform that supports surface combatants, helicopter maritime strike forces, long-range maritime reconnaissance, Fourth Fleet operations, ship and aircraft sustainment, port operations, munitions, fuels, training, and operational support.

The broader strategic value of Naval Station Mayport is most strategically significant in its international and theater linkages. Its surface-force and HSM networks connect Mayport to Norfolk, Rota, Guantánamo Bay, and deployed U.S. Navy ships; its Fourth Fleet role links directly to SOUTHCOM, JIATF-South, CSL Comalapa, and maritime security cooperation across the Caribbean, Central America, and South America. Its sustainment and training layers connect broadly across the Navy systems commands and shore enterprise to include: NAVSEA, NAVAIR, FRCSE, AUTEC, Bahrain, Dahlgren, Pensacola, Orlando, NAVSUP, DLA, and Navy expeditionary support commands. When viewed as a combined overlay, NS Mayport is revealed as a critical Atlantic and SOUTHCOM-facing naval node that links Northeast Florida to fleet readiness, regional maritime security, deployed surface operations, and international partnership missions.

Identification of Priority Assets for NS Mayport

Priorities for the installation were based on the direct assets and local services required to support the missions. This includes the shorelines that protect the installation and its systems, the roadways required to access the base, the electrical systems that support all activities, the fueling facilities that support the fleet, and the natural systems that protect the installation from erosion and flooding. These assets were evaluated for exposure to shocks and stresses (Figure 2).

Primary Mission Critical asset types for ship homeporting and support, 4th Fleet Headquarters support, aviation basing and support, managing fuel depots, homeland defense, major ship repairs

- **Location-Specific Positioning**
 - St. John’s River
 - Wetlands and Marshes
 - Shorelines
 - Fuel Depot
- **Assets Providing Direct Support**
 - Electric Production and Supply Facilities
 - Roads and Bridges
 - Communications Facilities (e.g., cell towers, fiberoptic lines)
 - Water utility supply facilities
 - Wastewater conveyance and treatment facilities
 - Safe Harbor Facilities (JAXPORT)
 - Offsite dry dock facilities (BAE)

Secondary Mission Critical asset types that offer the regional fueling depot

- **Assets Providing Direct Support**
 - Emergency Response Facilities
 - Shorelines (Atlantic Coast shorelines)
 - Fire Stations
 - Mission Supportive for the livelihood and health of installation personnel, indirect support to primary and secondary missions.
- **Personnel Support**
 - Affordable Housing
 - Childcare Facilities
 - Emergency Response Facilities (Hospitals)
- **Assets Providing Indirect Support**
 - Solid and Hazardous Waste Facilities

Figure 2. Primary and Secondary Mission Critical Assets for NS Mayport



This package addresses the specific shocks and stresses of the mission-critical Northside Fuel Depot for NS Mayport.

Current Conditions That Affect Northside Fuel Depot

One key supporting asset is the Northside Fuel Depot, located along the St. Johns River south of State Road 105 and operated by Naval Supply Systems Command. This facility plays an important role in regional fuel storage and distribution, supporting both installation needs and broader mission requirements. The depot's shoreline infrastructure consists of a combination of riprap and vegetated areas, which together provide stabilization and protection against erosion and flood-related impacts. These shoreline features are critical to maintaining the integrity and continuity of fuel operations, helping safeguard essential infrastructure from the increasing risks associated with sea level rise, storm surge, and shoreline degradation (Figure 3).

Figure 3. Northside Fuel Depot Shorelines and Wetland



The Northside Fuel Depot, located along Somers Road South within the Fleet and Industrial Supply Center at NS Mayport, is a mission-critical Defense Fuel Support Point operated by Naval Supply Systems Command (NAVSUP). It provides bulk fuel storage and distribution for naval vessels at NS Mayport and supports regional operations at MCSF Blount Island (Figure 4).

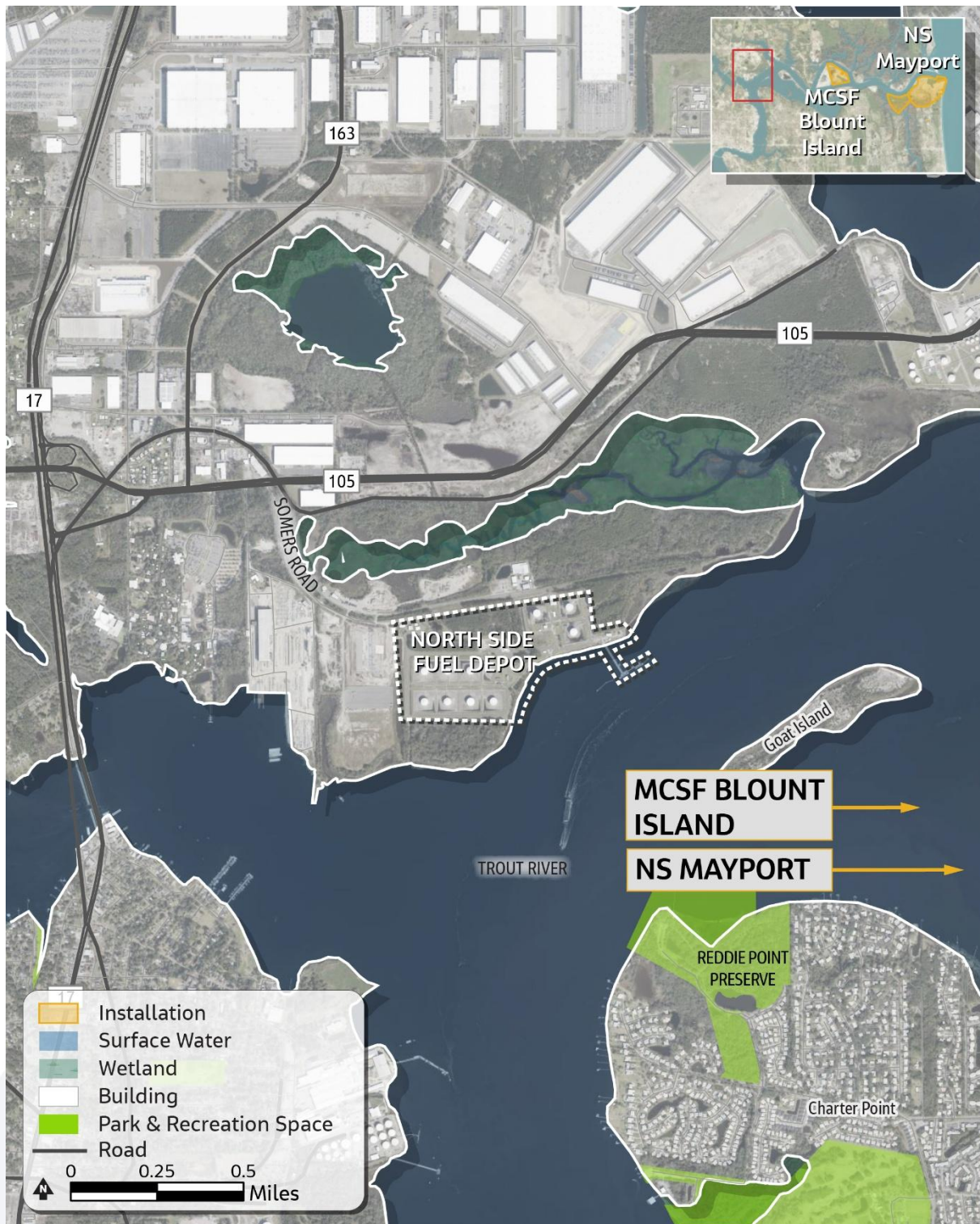
Depot infrastructure is hardened and designed to withstand operational and environmental stresses, with shoreline protection consisting of riprap and vegetated areas that help stabilize the riverbank and reduce erosion. These features are essential for protecting fuel storage and transfer systems.

However, the facility's location along the St. Johns River exposes it to increasing impacts from sea level rise, storm surge, and shoreline erosion. While hardened assets remain structurally resilient, these stressors are degrading surrounding conditions, particularly shoreline stability and drainage performance.

In the future, sustained SLR and erosion is anticipated to cause reduced accessibility to the depot. Flooding, erosion, and compromised road conditions along access routes such as Somers

Road South can limit the reliable movement of personnel, vehicles, and fuel distribution operations.

Figure 4. Northside Fuel Depot Location Map



MIRR Adaptation Strategy Framework

The NEFRC envisions a resilient, prosperous, and inclusive region where communities work collaboratively across jurisdictional boundaries to strengthen economic vitality, safeguard natural and built systems, and enhance quality of life for current and future generations (Figure 5). In 2022, the Council launched **Resilient First Coast** to collaboratively address climate-related challenges across its seven member counties—Baker, Clay, Duval, Flagler, Nassau, Putnam, and St. Johns. This regional effort received strong support to develop a plan focused on addressing climate impacts and related threats to the region. Guided by this vision, the Regional Resilience Action Plan (RRAP) was published in 2025, providing a unifying framework that translates shared regional goals into coordinated action (NEFRC 2025).

The RRAP establishes a durable foundation for implementing this vision—enabling member governments and partners to prioritize investments, leverage funding opportunities, and advance solutions that build long-term resilience to environmental, economic, and social challenges across Northeast Florida. As such, the MIRR adaptation projects are built upon this framework to ensure alignment and promote successful implementation of the recommended strategies (Figure 6).

RRAP Goals and Objectives

Figure 5. Regional Resilience Action Plan Vision (NEFRC 2025)



Figure 6. Regional Structure for Resilience as Framework for the MIRR

Create a Durable and Adaptive Built Environment

- Minimize magnitude and cost of damage to infrastructure
- Improve development practices and policies
- Decrease utility service disruptions and recovery time
- Improve transportation and mobility

Develop a Thriving Regional Economy

- Improve education and employment opportunities
- Increase housing stability
- Enhance tourism and historic preservation
- Increase smart growth and development

Ensure a Vibrant Quality of Life

- Improve public health and wellness
- Enhance supply of food, energy, and other critical resources
- Increase public participation and engagement
- Minimize disparity

Promote a Healthy Natural Environment

- Reduce heat stress
- Increase biodiversity and ecological services
- Maximize quality of soil, air, and water
- Minimize erosion, flooding, and storm impacts

Connecting this Built Environment Asset to the Regional Economy, Natural Environment, and a Vibrant Quality of Life

This framework provides the organization for how assets were organized and evaluated. This resilience project is centered on assets in the Built Environment pillar, so the acknowledgments below indicate how it is connected to the Regional Economy, Natural Environment, and Quality of Life. to ensure that project development created balance by positively benefiting each to the extent achievable.

Figure 7. Connection of This Asset to the Community





Recommendations



Documenting Shocks and Stresses with a Vulnerability Assessment

Shocks and stresses to the mission-critical assets supporting NS Mayport include rainfall-induced flooding, coastal flooding due to SLR and storm surge, shoreline loss due to erosion, and school closures.

1. **Flooding has been documented as occurring throughout the installation because of storm surge and SLR. It also threatens to permanently inundate other regional mission-critical systems, such as regional fuel depots, in the foreseeable future.**
2. Rainfall-induced flood events are also projected to affect supporting access roads, such as Wonderwood Drive.
3. Storm surge can inundate multiple regional facilities, such as electric substations. It can also cause significant shoreline erosion.
4. Shoreline erosion has occurred on the installation's own shores (such as north of the fuel farm) and affects supporting infrastructure, such as the State Road (SR) A1A. This erosion is exacerbated by major storm events.
5. The pending closure of the Anchor Academy would be a major shock, requiring students to find a new school and posing physical, emotional, and financial challenges to military families, potentially impacting readiness.

This project package addresses the Northside Fuel Depot's risks associated with exposure to flood hazards, including storm surge and compound flooding. SLR is projected to inundate the facility's shorelines starting in the 2050s, with significant coastal and inland inundation occurring in the 2080s. SLR can accelerate shoreline erosion and increase the depths of coastal flood events (item 1).

Project Need: Improve Fuel Depot Infrastructure and Supply Resilience

Figure 8. Risk to Mission Map



Vulnerabilities Creating Risk to Mission for this Asset

The Northside Fuel Depot, situated between wetlands along Drummond Creek and the marsh shoreline of the St. Johns River, largely managed by the Florida Department of Environmental Protection.

Site characteristics:

- Coastal location adjacent to marshes and wetlands
- Low erosion risk, but vulnerable to storm surge during extreme events. Risks increase by 2050, especially to access roads and onsite transportation routes.
- Marshes to the north and south are undergoing migration due to changes in environmental conditions. The marshes currently provide ecosystem services including floodwater storage, storm surge buffering, and shoreline stabilization.
- Hardened shoreline along the southwest edge is in fair condition but would benefit from repairs

The facility is a mission-critical fuel storage and distribution hub supporting NS Mayport and MCSF Blount Island. There's no alternative fuel depot existing; disruption from a hazard would directly impact fuel supply and operations (Table 1).

Table 1. Northside Fuel Depot Asset Overview

Asset Name	Owner	Location	Mission Criticality	Relevant Shocks & Stresses	Level of Urgency
Northside Fuel Depot	Naval Supply Logistics Command	West of Installation in industrial park; Southeast of the intersection of Zoo Parkway and Main Street	Primary	Storm Surge, Rainfall Flooding, Compound Flooding	Medium

Stakeholders and Current Efforts Identified

The Defense Logistics Agency (DLA) of the Department of Defense (DOD) and U.S. Navy (USN) are pursuing cost-effective strategies to modernize defense fuel support points (DFSP), including this depot. While no active projects are currently identified, the area is included in several long-term initiatives:

- City of Jacksonville (Resilient Jacksonville Plan): citywide compound flood modeling, strategic shoreline hardening, nature-based solutions, and coordination for relocating infrastructure.
- St. Johns River Water Management District (SJRWMD): shoreline surveying, monitoring, restoration, and regional sediment management
- Duval County Local Mitigation Strategy: Strategic Shoreline Hardening

Table 2 gives details on projects and efforts that are currently ongoing or have been identified as a need within the region as it relates to mitigating vulnerabilities for the A1A supporting NS Mayport.

Table 2. Current Projects and Efforts Related to NS Mayport's Northside Fuel Depot

Existing Project	Entity	Location	Purpose	Timeline
Innovative Solutions for DFSP Management, Infrastructure Enhancement, and Underutilized Land and Resources	DOD-DLA; USN	Northside Fuel Depot	Operation efficiency and facility modernization	Unknow (still an RFI)
Strategic Shoreline Hardening	City of Jacksonville; SJRWMD; USACE	Shoreline along the Atlantic Ocean and the St. Johns River within Duval County	Against flooding, sea level rise, chronic Flooding, and protect infrastructure	Remain at the planning level
Target Shorelines for Nature-Based Solutions	City of Jacksonville; SJRWMD; USACE	As above	Against coastal erosion, chronic flooding, and improved water quality	Remain at the planning level
Regional Sediment Management	SJRWMD; USACE	A St. Johns River	Enhances coastal resilience, natural systems, and waterway navigation.	On-going
Plan Relocation of Critical Infrastructure	City of Jacksonville and utility agencies	City of Jacksonville	Prevent infrastructure failure	Remain at the planning level

Review of Strategic Partnerships and Policies

Efforts to mitigate vulnerabilities at the Northside Fuel Depot—including risks from sea level rise, erosion, and storm surge—are closely tied to emerging regional partnerships focused on shoreline management and coastal resilience. The City of Jacksonville plays a key role in advancing Regional Sediment Management (RSM) initiatives in coordination with the U.S. Army Corps of Engineers (USACE) and the St. Johns River Water Management District (SJRWMD). These efforts promote the beneficial use of dredged materials to support wetland restoration, stabilize shorelines, and slow the inland migration of coastal systems—strategies that can directly enhance the natural protective features surrounding critical infrastructure such as the fuel depot.

In parallel, the City and regional partners are supporting ongoing shoreline monitoring and data integration efforts, including those led by SJRWMD. These initiatives provide valuable information on shoreline change, erosion rates, and sediment dynamics, which can inform planning, mapping updates, and long-term resilience strategies for areas surrounding the depot. Access to and integration of this data improves situational awareness and supports more informed decision-making regarding infrastructure protection and adaptation.

While these partnerships are not currently formalized specifically around the Northside Fuel Depot, they represent a strong foundation for future coordination. Leveraging existing regional programs and data systems offers an efficient pathway to better align installation priorities with broader coastal management efforts. Continued engagement with the City of Jacksonville, USACE, and SJRWMD—potentially through more formal coordination mechanisms—could help ensure that sediment management, shoreline stabilization, and monitoring efforts are strategically applied to reduce long-term vulnerability at this mission-critical asset.

Table 3. NS Mayport Northside Fuel Depot Policy Recommendations

Strategy	Issue(s)	Relevant Parties	Description	Current Policies	Policy Change
S-1: Pursue a Formalized Living Shoreline Permitting Pathway	Coastal Hazards Erosion Permitting	NEFRC FDEP Installations	Convene and advocate for a clear, streamlined FDEP permitting pathway for living shorelines in the Lower St. Johns Basin, including projects exceeding 500 linear feet, rather than relying on case-by-case executive discretion.	FDEP permitting is a major implementation barrier: living shorelines over 500 linear feet have historically required executive discretion rather than a clear regulatory pathway (the Floridatown permit took ~2 years; similar delays are ongoing in Jacksonville). Florida SB 302, signed March 2026 and effective July 1, 2026, promotes nature-based solutions and directs FDEP to create a streamlined permitting track and general permits for projects that avoid significant adverse impacts.	NEFRC coordinates a regional ask to FDEP for (1) a clear way to demonstrate no water quality or environmental impacts for living shorelines in the Lower St. Johns Basin, and (2) a formal permitting pathway for projects exceeding 500 feet. NEFRC and the installations engage in the SB 302 rulemaking window to advocate for Lower St. Johns Basin-specific guidance and to prioritize expansion of the s. 373.4131 general permit.
S-2: Pursue Conservation Easements Along Wetland Migration Corridors	Coastal Hazards Conservation Sea Level Rise Marsh Migration	NEFRC SJRWMD City of Jacksonville Installations	Work with SJRWMD to identify and prioritize parcels adjacent to installation-adjacent wetland systems where acquisition or conservation easements would create inland marsh migration corridors.	Installation boundaries define the waterward edge while surrounding development defines the landward edge, leaving no room for marsh migration; without easements, living shoreline projects become fixed points in a retreating system. SJRWMD already operates land acquisition and restoration programs targeting floodplain and coastal wetlands as non-structural flood mitigation and maintains a five-year land acquisition plan.	NEFRC facilitates conversations among SJRWMD, the City of Jacksonville, and the installations to pre-position easements along priority reaches (e.g., the Blount Island living shoreline initiative area and Mayport's estuarine shoreline), shortening project development timelines if FDEP permitting improves (see S-1).
S-3: Integrate Military Shoreline Vulnerability into Jacksonville's Suitability Model and Adaptation Plan	Coastal Hazards Erosion Data/Planning Gap	City of Jacksonville Installation Federal	Incorporate military installation shorelines - particularly federally owned segments at NS Mayport and NAS Jacksonville that share boundaries with city-managed areas - into the City of Jacksonville Office of Resilience's geospatial suitability model.	The City's Office of Resilience is developing a geospatial suitability model for more than 300 miles of St. Johns River watershed shoreline, identifying where grey versus green solutions are appropriate.	Ensure federally owned installation shorelines are included in the analysis rather than treated as outside the City's scope, which would create an artificial boundary that does not reflect how water moves across jurisdictional lines. The A1A corridor and the airfield boundary at Mayport are the most concrete shared-boundary examples.
S-4: Adopt an Accommodation Strategy for NAS Jacksonville Low-Criticality Areas	Coastal Hazards Stormwater Sea Level Rise	NEFRC City of Jacksonville NAS Jacksonville	Support incorporating accommodation - rather than uniform hardening - as a shoreline hazard mitigation strategy for NAS Jacksonville's low-criticality areas into regional planning documents.	The NEFL MIRR Adaptation Strategies white paper concluded that NAS Jacksonville's strongest long-term strategy is accommodation: allowing controlled flooding of low-critical open space, increasing stormwater retention capacity, improving drainage flexibility, and adapting operations around predictable tidal flood conditions. City of Jacksonville's Comprehensive Plan CCME Goal 13 already establishes Adaptation Action Area provisions requiring five-year sea level rise and vulnerability updates and side-by-side evaluation of soft and hard infrastructure options.	NEFRC and City of Jacksonville extend the CCME Goal 13 Adaptation Action Area approach explicitly to installation-adjacent areas, reinforcing accommodation as an adopted regional shoreline hazard mitigation strategy.

Adaptable Built Infrastructure Projects

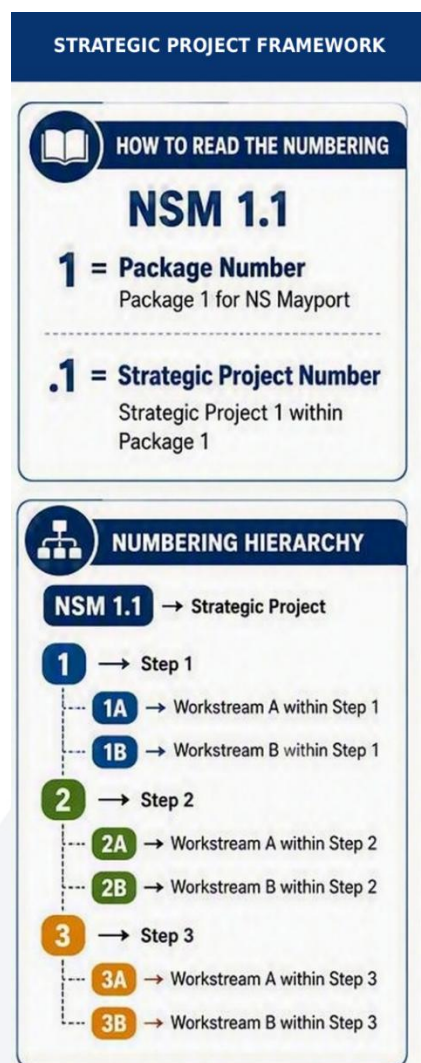
Figure 9. Adaptation Strategies Map



Strategies included in the adaptation plan have been organized by short, mid, and long-term timeframes for implementation. The strategy numbers in the maps correspond to the details provided in their respective sections, which outline a comprehensive approach to strengthening energy resilience and support long-term mission continuity. These strategies focus on enhancing existing system performance, reducing vulnerabilities, and advancing modern, flexible infrastructure solutions that can adapt to future demands and environmental conditions. Order-of-magnitude cost estimates will be provided in 2026 dollars to the extent possible, with up to 50% contingency unless otherwise noted.

Potential Project Leads and Partners are mentioned by organization in the following narratives. The intent is to identify the correct stakeholders that have agency, authority, and interest in the work that is being proposed. Being listed as a lead or partner provides the opportunity to collaborate, advise, and be involved in the adaptation efforts, but does not mandate participation. Funding and financing of projects are not indicated as the responsibility of the project lead or partners, and the monetary tools for obtaining such are in the Implementation section of this package.

Figure 10. Strategic Project Framework



The strategic projects are organized by installation, package, project, step, and actions. The 2-3 letter code indicates the installation. The first number indicates which package this project is in. The second number indicates the project number in the package.

Within each project, the timeline of activities is indicated through the steps (Step 1, Short-term, etc.), and the order of activities is narrated in the sub-steps (1A, 1B, etc.). Through this organization, each strategic project illustrates its project number, timeline, and actions in the narrative.

Strategic Project NSM 3.1: Northside Fuel Depot Supporting Infrastructure Vulnerability Assessment and Coastal Resilience Strategy

This project establishes a detailed, site-specific vulnerability assessment focused on the supporting infrastructure of the Northside Fuel Depot at NS Mayport, with particular emphasis on assets located outside the naval fenceline. The assessment will evaluate critical transportation links, coastal shorelines, and adjacent natural systems that support depot operations and regional fuel logistics, including Somers Road, shoreline segments, drainage systems, and nearby wetlands.

This effort is designed to directly align with, implement, and build upon the City of Jacksonville's recent shoreline study, translating corridor- and shoreline-level findings into site-specific, asset-level analysis and action planning. By leveraging the City's compound flood modeling framework and shoreline condition assessments, this project advances those results to develop actionable strategies that protect infrastructure, improve operational continuity, and support long-term coastal resilience.

The study moves beyond generalized vulnerability analysis by providing a high-resolution understanding of risks to critical fuel-support infrastructure, with a targeted focus on identifying dependencies among assets that are most exposed to sea level rise and coastal flooding—including Somers Road, adjacent shoreline segments, and the supporting wetland systems. This asset-level dependency mapping ensures that the analysis captures how failure or degradation of these interconnected components could disrupt access, stability, and operations. The project also delivers targeted recommendations for Continuity of Operations Plans (COOPs) under specific flood scenarios, ensuring that fuel supply operations remain reliable during both chronic flooding and extreme events.

By integrating advanced modeling, shoreline condition assessment, and operational planning, the project creates a comprehensive framework that protects critical infrastructure while aligning with broader City of Jacksonville, regional, and federal shoreline resilience initiatives.

Potential Project Leads and Partners

- NAVSUP FLC Jacksonville
- DLA Energy
- City of Jacksonville
- NS Mayport
- Florida Department of Transportation (FDOT)
- U.S. Army Corps of Engineers (USACE)
- South Atlantic Salt Marsh Initiative (SASMI)
- North Florida Land Trust (NFLT)
- Environmental resource agencies, including FDEP, NOAA, and USACE

Current Stakeholder Projects

- Innovative Solutions for DFSP Management, Infrastructure Enhancement, and Underutilized Land and Resources (RFI)

- Strategic Shoreline Hardening (Planning Stage)
- Target Shorelines for Nature-Based Solutions (Planning Stage)

Estimated Cost

\$2,000,000

Step 1: Site-Specific Vulnerability Assessment and Modeling (Short-term)

1A. Apply Compound Flood Modeling to Asset-Level Risk Analysis

- The project will apply the City's latest compound flood models to assess the interaction of storm surge, rainfall, tidal conditions, and sea level rise across the Northside Fuel Depot support area.
- These models will be refined to the site and asset scale, enabling evaluation of vulnerability for specific infrastructure components, including Somers Road, access points, utilities, shoreline-adjacent assets, and drainage systems. Flood depths, extents, durations, and frequency will be analyzed across multiple scenarios, including nuisance flooding, design storm events, hurricane storm surge, and long-term sea level rise projections.
- By leveraging the City's existing modeling framework, this step ensures consistency with regional analyses while providing the granularity needed to support infrastructure design and operational decision-making. Outputs will identify critical failure thresholds, such as access loss or operational disruption, forming the basis for adaptation strategies and COOP development.

1B. Critical Infrastructure Identification and Dependency Mapping

- Agencies can identify and map critical infrastructure components supporting fuel depot operations, including Somers Road, shoreline protection features, drainage systems, utilities, and staging areas outside the fenceline.
- This effort will evaluate system dependencies and failure pathways, determining how loss or degradation of specific assets impacts fuel delivery, access, emergency response, and regional logistics. Particular focus will be placed on the interaction between shoreline stability, flooding conditions, and transportation access.
- The result is a clear prioritization of assets based on operational criticality and vulnerability, supporting targeted investment and resilience planning.

Step 2: Shoreline, Wetland, and Erosion Assessment (Short-term)

2A. Shoreline Condition and Erosion Driver Analysis

- The project will include a detailed evaluation of approximately 1.2 miles of shoreline adjacent to the Northside Fuel Depot support area. This analysis builds directly on the City of Jacksonville's Living Shoreline Suitability Model by refining regional shoreline data to a site-specific engineering and resilience assessment.

- Existing shoreline conditions, including stability, erosion rates, and exposure, will be documented, and key erosion drivers such as tidal forces, storm surge, vessel wake, sediment transport changes, and vegetation loss will be analyzed. This refined understanding supports identification of priority risk areas and informs development of targeted shoreline protection strategies.

2B. Wetland Condition and Hydrologic Function Assessment

- Approximately 15.4 acres of adjacent wetlands will be evaluated to assess ecological condition, hydrologic connectivity, and their role in flood attenuation and shoreline stabilization.
- The assessment will determine how wetlands contribute to water storage, flood mitigation, and erosion control, and how degradation or hydrologic restriction may increase vulnerability of adjacent infrastructure. Opportunities to enhance wetland function as natural infrastructure will also be identified.

Step 3: Adaptation Strategies and Engineering Feasibility (Mid-term)

3A. Evaluate Shoreline Stabilization Alternatives

- Using site-specific shoreline and erosion data, the project will evaluate feasible stabilization strategies, including:
 - Traditional engineered solutions (e.g., bulkheads, revetments)
 - Nature-based solutions (e.g., living shorelines)
 - Hybrid systems combining structural and ecological elements
 - Each option will be evaluated for performance under current and future conditions, ensuring compatibility with operational needs and site constraints.

3B. Assess Constructability, Permitting, and Lifecycle Costs

- Adaptation strategies will be evaluated based on:
 - Permitting requirements at federal, state, and local levels
 - Constructability constraints related to access and operations
 - Maintenance requirements and lifecycle costs
 - Long-term resilience performance
- The project will also identify opportunities to align with regional shoreline protection and sediment management efforts, leveraging existing programs and funding opportunities.

Step 4: COOP Integration and Scenario-Based Planning (Mid-term)

4A. Develop Scenario-Specific COOP Recommendations

- The project will develop targeted COOP recommendations based on flood modeling scenarios, including nuisance flooding, major storm events, and storm surge conditions. Recommendations will define:
 - Trigger points for operational disruption
 - Pre-event preparation actions

- Emergency access and routing strategies
- Post-event recovery priorities
- This ensures that operational planning is aligned with real-world flood risks and modeled conditions.

4B. Identify Redundancy and Risk Reduction Opportunities (All Partners)

- The study will identify opportunities for infrastructure redundancy and risk reduction, including alternate access routes, drainage improvements, and targeted hardening of critical assets.

Step 5: Implementation Roadmap and Regional Alignment (Long-term)

5A. Prioritized Adaptation and Investment Strategy

- A phased implementation plan will identify near-, mid-, and long-term investments based on risk reduction value, cost-effectiveness, and feasibility.

5B. Integration with Regional Shoreline and Resilience Initiatives

- All recommendations will be aligned with City of Jacksonville shoreline initiatives, FDOT programs, and USACE coastal projects, ensuring consistency and maximizing regional benefits.

Recommendation for the Installation

It is recommended that Naval Supply Systems Command and Naval Supply Logistics Command leverage the Defense Logistics Agency's Defense Fuel Support Point (DFSP) modernization program to define and implement targeted flood hardening investments within the Northside Fuel Depot to future-proof internal assets. At this approximately 142-acre site, the Navy can prioritize high-risk facilities and operational areas for adaptation, incorporating a combination of dry and wet floodproofing measures, enhanced fuel containment systems, improved internal drainage, and automated monitoring and emergency response systems. This effort should establish a clear understanding of the infrastructure upgrades required inside the fenceline to maintain mission continuity under increasing sea level rise, storm surge, and rainfall conditions, ensuring that critical fuel storage and distribution capabilities remain secure, operable, and resilient over the long term.

Alignment and Support of the Regional Resilience Action Plan

Figure 11. Alignment with the RRAP

SCALE	ACTION	DESCRIPTION
	5	Promote the conservation and restoration of ecologically significant natural ecosystems
	9	Support regional supply chains and provide logistical support for commerce
	13	Facilitate partnerships to advance resilience work
	16	Identify adaptation options for critical infrastructure to enhance resilience
	17	Support shoreline stabilization of natural and modified shorelines
	23	Recommend innovative emergency preparedness practices and processes

 Facilitate
 Guide
 Analyze

This project advances RRAP Actions 5, 9, 13, 16, 17, and 23 by addressing a Defense Fuel Support Point that provides bulk fuel storage and distribution for NS Mayport and MCSF Blount Island with no alternative depot, situated between the wetlands of Drummond Creek and the marsh shoreline of the St. Johns River. Site-specific compound flood modeling built on the City of Jacksonville's shoreline study, asset-level dependency mapping across Somers Road, drainage systems, and shoreline segments and targeted hardening, including dry and wet floodproofing, enhanced fuel containment, and improved internal drainage, implement Action 16 (Identify Adaptation Options for Critical Infrastructure to Enhance Resilience), specifically, Subaction 16.1 on protecting critical assets through elevation, flood barriers, and waterproofing where relocation is impractical, with cost-benefit and life cycle analysis identifying the most-effective measures. The evaluation of relocation feasibility for the most-exposed components engages Subaction 16.2, under which the Collaborative provides guidance on which regionally significant assets could be relocated versus adapted through elevation or floodproofing.

This package is one of only two in the MIRR portfolio to reach Action 9 (Support Regional Supply Chains and Provide Logistical Support for Commerce). Subaction 9.1 directs the Collaborative to encourage critical service entities to maintain adequate reserves of vital resources so that services can be sustained during supply chain failure, which is the function this depot performs for two installations and the vulnerability created by the absence of an alternative facility.

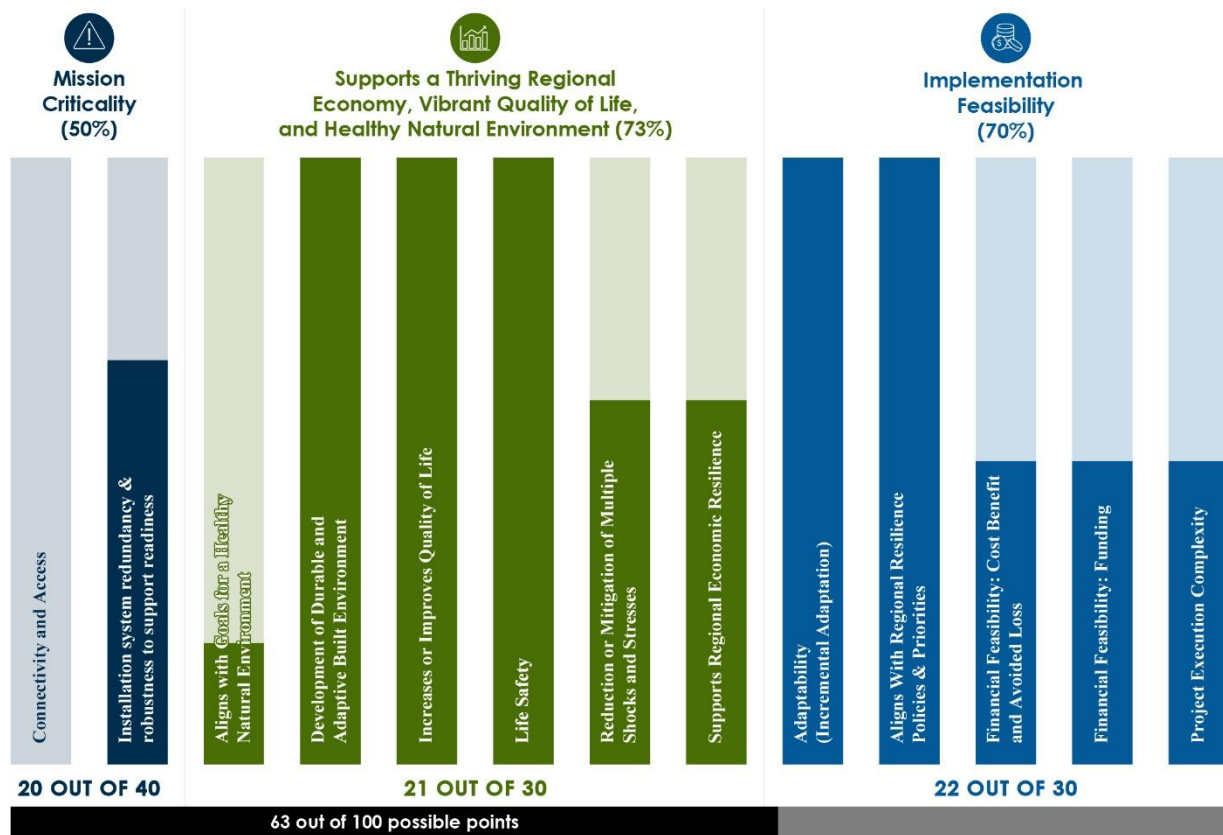
The Continuity of Operations Plan recommendations developed under Step 4, defining trigger points for operational disruption, pre-event preparation actions, emergency access and routing strategies, and post-event recovery priorities, implement Subaction 23.4 on improving the development and distribution of coordinated guidance and Subaction 23.3 on advanced training and scenario planning among emergency managers. Identification of redundancy opportunities, alternate access routes, and drainage improvements under Step 4B extends this into the operational redundancy the RRAP treats as foundational to regional continuity.

The project's shoreline and wetland components advance the RRAP's Healthy Natural Environment goal. Assessment of approximately 1.2 miles of shoreline and evaluation of stabilization alternatives spanning traditional engineered solutions, living shorelines, and hybrid systems implement Action 17 (Support Shoreline Stabilization of Natural and Modified Shorelines), specifically, Subaction 17.2 on evaluating where living shorelines and other nature-based solutions can be installed successfully and encouraging their use where conditions are appropriate, including consideration of wave energy, fetch, and bathymetry. Assessment of approximately 15.4 acres of adjacent wetlands for ecological condition, hydrologic connectivity, and flood-attenuation function implements Subaction 5.1 on conserving and restoring estuarine wetlands, while the documented northward and southward marsh migration at the site connects to Subaction 5.4 and the Collaborative's South Atlantic Salt Marsh Initiative commitment to identify areas critical for landward marsh migration. Coordination with the City of Jacksonville, USACE, and SJRWMD on Regional Sediment Management and beneficial reuse of dredged material for wetland restoration and shoreline stabilization implements Subaction 13.1 on public-private partnerships and Subaction 13.3 on intergovernmental partnerships including the military. Spill prevention and stormwater controls protecting the St. Johns River support Subaction 1.1 on practices that improve water quality. Nature-based elements should be entered into the inventory maintained under Action 27. The project's phased investment strategy positions it for the funding opportunities the Collaborative tracks under Action 34.

Metric Score

The NS Mayport Fuel Depot project was evaluated against a robust series of metrics to determine the appropriateness, viability, and achievement of goals (Figure 12). The metric categories are given a percentage weight to indicate the comparative importance for the MIRR, with Mission Criticality being the highest. High and mid-range scores across all metric categories indicate that implementing the strategies and policy recommendations within this project will promote mission assurance for the installation.

Figure 12. Metrics Scorecard Results



Cost Benefit Analysis

Benefit-cost analysis (BCA) determines the cost-effectiveness of adaptation projects. This effectiveness is calculated using the equation:

$$\frac{B}{C} = \text{Value}$$

Where B is the benefit, or avoided costs, of the project and C is the cost to implement the project. A benefit-cost value greater than 1 indicates that a project is cost-effective (i.e., the benefits of the project outweigh the costs incurred in implementing it), whereas a BC value less than 1 indicates the project may not be cost effective (i.e., the costs exceed the benefits).

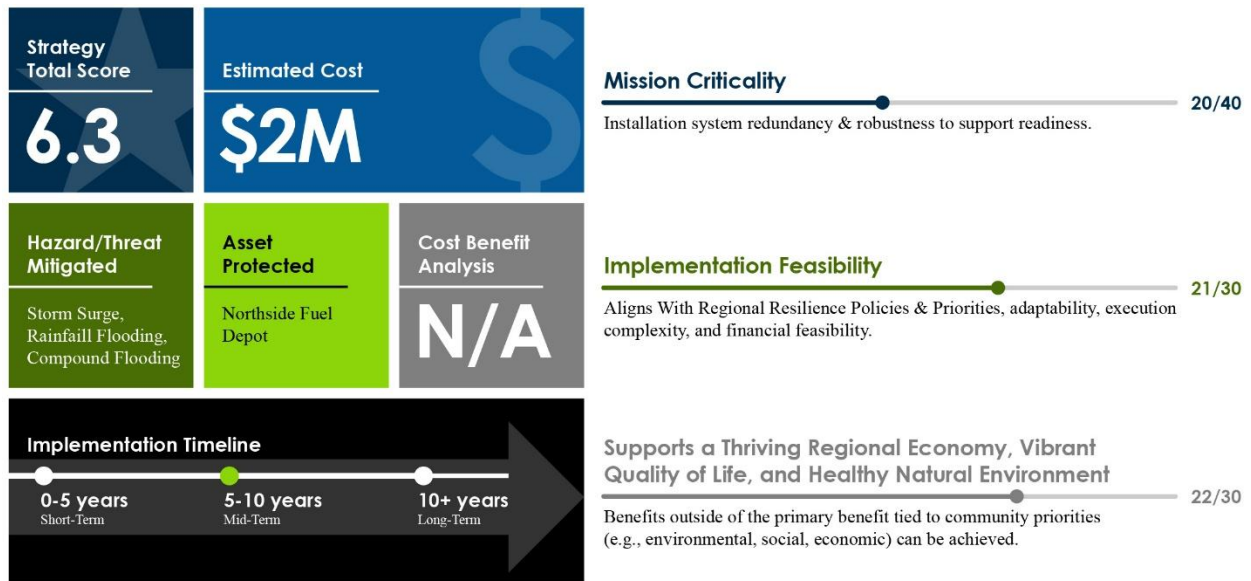
Adaptation project costs were costed to include project construction and design costs, where feasible. Project benefits were costed to include direct (construction or repair costs) and indirect (social, economic, and environmental) costs whenever feasible.

Data sources for benefit values include the Federal Emergency Management Agency, the National Institute of Standards and Technology, the National Interagency Fire Center, and others.

In many cases, associated financial savings data (such as improved installation operations, improved quality of life for installation personnel, or asset-specific O&M costs) was unknown; in these cases, the benefit is described. Hence, BCA values may not reflect the total possible benefit of the proposed adaptation project.

Total Project Package Snapshot

Figure 13. Total Project Package Snapshot





Implementation Tools



Financial Strategy Toolkit

More information on financial strategy building can be found in Technical Memo 10: Implementation Strategy and Investment Pathways.

Many of the tools required to fund, finance, and coordinate resilience implementation are already available under current Florida law or institutional precedent. The challenge, then, is aligning, adapting, and scaling existing tools to support coordinated regional resilience investment strategies. Thus, this section provides an initial inventory of funding, financing, and institutional tools that can be used to support the implementation of the MIRR project portfolio and the broader resilience system envisioned above.

Shorelines & Natural Infrastructure

Position Flood-Reduction Structures for Resilient Florida and FEMA Mitigation Funding

Flood mitigation projects involving hard and grey infrastructure including tidal gates and hybrid armoring qualify for a different set of programs than green and habitat-oriented work. To keep these projects eligible for grant funding, the region should incorporate them into relevant planning documents including regional and municipal hazard mitigation and climate adaptation plans before funding rounds open. Strategies may include:

- Positioning coastal flood-reduction projects for FL DEP's Resilient Florida Grants, which fund vulnerability analysis, planning, and implementation for flooding and sea level rise and are open to counties, municipalities, and regional resilience entities.
- Ensuring qualifying projects are written into the applicable local hazard mitigation strategies/plans now, since FEMA/FDEM's Hazard Mitigation Grant Program requires a presidential disaster declaration and inclusion in an adopted mitigation plan, and eligibility cannot be assembled after the fact.
- Screening structures and NFIP-insured assets for FEMA/FDEM Flood Mitigation Assistance, which supports elevation, acquisition, relocation, and localized flood-reduction projects.

Shorelines & Natural Infrastructure Longer-term Implementation

Shoreline and natural infrastructure projects are best organized at the coastal-system scale. Active work is already underway across NS Mayport, Blount Island, NAS Jacksonville, and the City of Jacksonville with the leadership and support of other partners. This report describes individual near-term funding opportunities. The longer-term task is to keep those efforts connected as projects move from planning and design toward permitting, restoration, and maintenance.

While it is possible to manage projects individually, opportunity exists to manage them as a shared coastal portfolio. Projects could be sorted by shoreline type and asset owner, design and permitting status, and long-term maintenance responsibilities. Existing shoreline partnerships provide the foundation for this approach. Project sponsors and participating partners can identify which projects are ready for design or implementation funding, which need engineering or permitting support, which require landowner coordination, and which need maintenance or

monitoring commitments. Over time, this would shift shoreline work from discrete grant opportunities toward a coordinated investment program serving both installations and the surrounding communities.

Funding Opportunities

Table 4. Shoreline and Coastal Resilience Funding Options

Agency/Org	Program	Description	Available Funding	General Eligibility	Example Eligible Projects	Timeline
NOAA	Coastal Habitat Restoration and Resilience Grants	Funding for habitat restoration and coastal resilience projects.	\$100 million in funding is available for habitat restoration and coastal resilience through the Bipartisan Infrastructure Law. Award amounts range from \$750,000 to \$10 million	Eligible applicants are institutions of higher education, non-profits, commercial (for profit) organizations, U.S. territories, and state, local, and tribal governments.	Sustaining fisheries, endangered species recovery, coastal resilience, reef restoration, living shorelines.	FY2025 proposals were due April 16, 2025. BIL-funded (\$100M); status of future NOFOs is uncertain amid 2025-26 federal review of BIL habitat funding.
FEMA/FDEM	Hazard Mitigation Grant Program (HMGP)	Provides grants that reduce disaster losses and protect life and property from future disasters. Focuses on long term risk reduction	A presidential major disaster declaration makes HMGP funds available if requested by a governor or tribal executive in eligible communities in a state, tribe or territory. The amount of funding is based on the estimated total federal assistance, subject to a sliding scale formula 75% federal cost share with a 25% state/local match	Applicants may include states, the District of Columbia, U.S. territories, and federally recognized tribal governments. Local governments, including cities, townships, counties, special district governments, state agencies and federally recognized tribal governments (who choose to apply as sub applicants) are considered sub applicants. They must submit sub applications to their state, territory or tribal applicant agency. Requires a Presidential Disaster Declaration; Competed within state for an award. Requires utility projects to be in a local hazard mitigation plan	Eligible projects include planning & enforcement, flood protection, and retrofits to utilities and other infrastructure to enhance resistance to natural hazards	The Hazard Mitigation Grant Program is a grant that requires a federal disaster declaration. Once that requirement has been met, eligible municipalities can send a Letter of Intent to the PA hazard mitigation office to start the process. Applicant must submit all sub-applications to FEMA within 12 months of the date of the presidential major disaster declaration
FEMA/FDEM	Flood Mitigation Assistance (FMA)	FMA provides grants to assist with the planning and implementation of flood mitigation projects that include measures to reduce flood losses by elevation, acquisition, or relocation of National Flood Insurance Program (NFIP)-insured structures. It also allows dry floodproofing of non-residential structures, small local flood reduction projects, and plans to prevent flood damage. Projects must have the effect of reducing the risk of flood	5% federal cost share with a 25% state/local match; 90% federal for repetitive losses and 100% federal for severe repetitive losses; 90% federal for small and impoverished communities	Applicants may include states, the District of Columbia, U.S. territories, and federally recognized tribal governments. Local governments, including cities, townships, counties, special district governments, state agencies and federally recognized tribal governments (who choose to apply as sub applicants) are considered sub applicants. They must submit sub applications to their state, territory or tribal applicant agency. Utility must be insured by NFIP; Requires utility projects in local hazard mitigation plan	Capability and capacity building activities, mitigation plans, technical assistance by states to communities, project scoping, localized flood risk reduction projects, individual flood mitigation projects, and management costs are all eligible	No active FY2026 FMA NOFO as of mid-2026; FEMA announced >\$235M in FMA awards in April 2026. [Related: FEMA's BRIC program was cancelled April 2025, then reinstated by court order; the FY2024-25 BRIC NOFO has a July 23, 2026 deadline.] (fema.gov; floods.org)

Agency/Org	Program	Description	Available Funding	General Eligibility	Example Eligible Projects	Timeline
NFWF	National Coastal Resilience Fund (NCRF)	Invests in nature-based solutions that protect coastal communities while enhancing habitats for fish and wildlife.	2026 RFP: Community Capacity/Planning, Site Assessment & Preliminary Design, and Final Design awards ~\$100K–\$1.5M; Restoration Implementation awards ~\$1M–\$7M. Coordinated with NOAA. (nfwf.org)	- State, tribal, territorial agencies - Local and municipal governments - Non-profits - Educational institutions - For-profit organizations - Semi-federal orgs./federal partnerships"	Competitive Applications must - Invest in nature-based solutions (NBS) - Have clear benefits to community resilience (i.e, reduced flooding and erosion); AND - Have clear benefits to fish, wildlife, and habitat	2026 RFP: pre-proposals due March 31, 2026; invited full proposals due June 24, 2026; awards expected late Nov–early Dec 2026.
FL DEP	Resilient Florida Grants	The Resilient Florida Program includes a selection of grants that are available to counties, municipalities, special districts with specific responsibilities and regional resilience entities. To effectively address the impacts of flooding and sea level rise that the state faces, eligible applicants may receive funding assistance to analyze and plan for vulnerabilities, as well as implement projects for adaptation and mitigation.	Over \$500 million authorized since FY2021–22; individual project awards vary from \$250,000 to \$20+ million	Counties, municipalities, water management districts, flood control districts.	Vulnerability assessments, adaptation planning, infrastructure improvements.	2026 cycle: application portal opened April 1, 2026. Planning and implementation project applications accepted July 1 - September 1.
FL DEP	Coastal Partnership Initiative (CPI) Grants	Projects that promote the protection and effective management of Florida’s coastal resources in four specific priority areas: resilient communities, coastal resource stewardship, access to coastal resources, and working waterfronts.	Minimum of \$10,000, and no more than \$60,000 for construction projects, habitat restoration, invasive plant removal or land acquisition; and no more than \$30,000 for planning, design and coordination activities.1:1 match required.	Florida's 35 coastal counties and all municipalities within the counties' boundaries that are required to include a coastal element in their comprehensive plan		The FY 27-28 CPI request for applications will open on September 1, 2026, and will remain open through October 31, 2026.
FL DEP	Beaches Management Funding Assistance Program	Funding for local governments to plan and implement beach restoration/nourishment projects on beaches that are critically eroded and publicly accessible and consistent with the state’s Strategic Beach Management Plan as well as for the management of inlet sand bypassing/inlet management plan implementation projects.	Up to 50% of beach projects and up to 75% of inlet project costs	Local governments, including county and municipal governments, community development districts and special taxing districts.	Beach restoration and nourishment, design, engineering/environmental studies, innlet management planning, inlet sand transfer, dune restoration.	The Local Government Funding Request for Fiscal Year 2027-28 is available from June 1, 2026, through July 31, 2026.

Table 5. Military Community and Installation Funding Options

Agency/Org	Program	Description	Available Funding	General Eligibility	Example Eligible Projects	Timeline
DOD	Readiness and Environmental Protection Integration Program (REPI)	Preserves military missions by supporting cost-sharing agreements between the Military Services, other Federal agencies, state and local governments, and private conservation organizations to avoid land use conflicts near military installations, address environmental restrictions that limit military activities, and increase installation resilience to extreme weather events.	Cost-sharing funds for partnerships	Funding is provided through partnerships between the Department of Defense (DoD) and eligible entities that support land conservation and resilience projects near military installations	Can support a range of projects including land conservation, encroachment management, projects in designated Sentinel Landscapes, and installation resilience efforts.	
US DOT	Defense Access Road Program (DAR)	Allows for the military to contribute funds (via MILCON) towards public highway improvements necessary to mitigate an unusual impact of a defense activity.	There is no regular appropriation of money available for the DAR program. Military Construction (MILCON) funds are specifically budgeted, authorized and appropriated for eligible DAR projects. Since 1957 the DAR program has averaged \$20 million per year.	The US Army Transportation Command (ARTRANS) will determine if the proposed work/project/improvements are eligible for DAR funds and certify the road/roads/intersection as important to the national defense if appropriate.	Highway improvements necessary to mitigate an unusual impact of a defense activity. An unusual impact could be a significant increase in personnel at a military installation, relocation of an access gate, or the deployment of an oversized or overweight military vehicle or transporter unit.	No specific timeline. To initiate a DAR project, the local military installation identifies the access or mobility needs and brings these deficiencies to ARTRANS.
OLDCC	Defense Community Infrastructure Program (DCIP)	The Defense Community Infrastructure Program is a competitive grant program designed to address deficiencies in community infrastructure that can/does support a military installation’s sustainability and lethality.	\$230 million available for FY2026, across three funding priorities.	Eligible proposers include state or local governments and not-for-profit, member-owned utilities. Projects must be located off a military installation OR on property under the jurisdiction of a Military Department that is subject to a real estate agreement (including a lease or easement).	Under the program, eligible community infrastructure projects are any complete and usable transportation project, school, hospital, police, fire, emergency response, or other community support facility; or water, wastewater, telecommunications, electric, gas, or other utility project that meets specific criteria.	Annual program. FY2026 submission period closed June 25, 2026.
Florida Commerce	Florida Defense Infrastructure Grant (DIG) Program	Provides funding for local infrastructure projects that enhance the military value of installations by addressing issues such as encroachment, transportation and access, housing, utilities, communications, environment, and security.	[Status note: the Defense Infrastructure Grant (DIG) was NOT funded for FY2025-26. Program remains authorized but unfunded — verify current appropriations.] Historically ~\$7M awarded (FY24 RFP).	Local governments, economic development councils, and regional planning councils.	Land acquisition for buffer zones, infrastructure improvements to support military operations.	DIG unfunded for FY2025-26.
Florida Commerce	Florida Defense Reinvestment Grant (DRG) Program	Provides support for community-based activities that protect existing military installations, diversify the economy of a defense-dependent community, or develop plans that facilitate the reuse of closed or realigned military installations.	\$40 million available between DRG and FDSC grant programs.	Local governments, economic development councils, and regional planning councils.	Community planning to accommodate military growth, economic diversification initiatives.	The application window for the current grant cycle was open from June 8 through July 7, 2026.

Agency/Org	Program	Description	Available Funding	General Eligibility	Example Eligible Projects	Timeline
Florida Commerce	Florida Defense Support Commission (FDSC) Grant Program	Provides grants to local communities to support military installations, protect them from encroachment, and enhance their value to DoD.	\$40 million available between DRG and FDSC grant programs.	Economic development applicants serving in an official capacity or a county, chamber of commerce, municipality, special district (i.e. an airport or deep water port authority), or state agency with the proper authority to complete the project.	Encroachment protection initiatives, support for military families.	The application window for the current grant cycle was open from June 8 through July 7, 2026.
Federal Highway Administration (FHWA)	Defense Access Road (DAR) Program	DAR Program provides a mechanism for the DoD to fund public highway improvements necessitated by defense-related activities.	Project specific	Public highways in the U.S. and its territories that experience impacts due to defense activities	Construction of new access roads to military installations, upgrades to existing roads experiencing doubled traffic due to defense activities, alterations to accommodate oversized military vehicles, improvements to mitigate congestion from temporary defense-related surges	Congressional funding

References

- Asian Development Bank. (2022). *Sponge cities: Integrating green and gray infrastructure to build climate change resilience in the People's Republic of China* (ADB Brief No. 222). <https://www.adb.org/sites/default/files/publication/838386/adb-brief-222-sponge-cities-prc.pdf>
- Carrasco, M. (2025). *Absorb, filter, store: Projects showcasing how sponge cities adapt to climate challenges*. ArchDaily. <https://www.archdaily.com/1026477/absorb-filter-store-9-projects-showcasing-how-sponge-cities-adapt-to-climate-challenges>
- Climate Solutions News. (2025). *The sponge city concept: A natural solution to urban flooding*. <https://climatesolutions.news/spotlight/the-sponge-city-concept-a-natural-solution-to-urban-flooding>
- Ironclad Environmental Solutions. (2023). *Secondary containment requirements for aboveground storage tanks*. <https://ironcladenvironmental.com/2023/07/11/secondary-containment-requirements-for-aboveground-storage-tanks/>
- Nature Portfolio. (2024). *Sponge city strategies for urban water management*. <https://www.nature.com/nature-index/topics/14/sponge-city-strategies-for-urban-water-management>
- U.S. Department of Defense. (2020). *Report to Congress on resilient defense infrastructure and military installations resiliency*. <https://www.acq.osd.mil/eie/imr/mc/Downloads/2020%20Report%20to%20Congress%20on%20Resilient%20Defense%20Infrastructure%20and%20Military%20Installations%20Resiliency.pdf>
- U.S. Department of Defense. (2024). *DoD Instruction 4715.28: Military installation resilience*. <https://www.esd.whs.mil/Portals/54/Documents/DD/issuances/dodi/471528p.PDF>
- U.S. Environmental Protection Agency. (2026). *Secondary containment for each container under SPCC*. <https://www.epa.gov/oil-spills-prevention-and-preparedness-regulations/secondary-containment-each-container-under-spcc>
- Witter, J. (2022). *Understanding SPCC secondary containment requirements*. Sustainable Markets. <https://www.sustainable-markets.com/understanding-spcc-secondary-containment-requirements/>
- City of Jacksonville. 2023. "Resilient Jacksonville." October. Accessed May 2026. <https://www.jacksonville.gov/departments/planning-department/resilience>.
- Duval County. 2025. "Duval County Local Mitigation Strategy Project List ." July.
- GSA, U.S. General Services Administration. 2026. INNOVATIVE SOLUTIONS FOR DFSP MANAGEMENT, INFRASTRUCTURE ENHANCEMENT, AND UNDERUTILIZED LAND AND RESOURCES; DFSP Jacksonville (Northside) Jacksonville FL. April. Accessed 2026. <https://sam.gov/workspace/contract/opp/8e22927d2ccc45d79836530b54149dc5/view>.
- SJRWMD, St. Johns River Water Management District. 2026. "St. Johns River Water Management District Consolidated Annual Report." Document library. March. Accessed May

2026. <https://aws.sjrwmd.com/SJRWMD/plans/SJRWMD-2026-Consolidated-Annual-Report.pdf>.

SJWMD, St. Johns River Water Management District. 2025. "2026-2030 Strategic Plan." Document library. December. Accessed May 2026.
<https://aws.sjrwmd.com/SJRWMD/plans/SJRWMD-Strategic-Plan-2026-2030.pdf>.

