

A large, stylized sun graphic composed of yellow brushstrokes. The sun has a central circle and several rays extending outwards. The brushstrokes are thick and have a textured, hand-painted appearance. The sun is positioned behind the main title text.

FEDERAL LEGISLATIVE PROGRAM

**109th Congress
1st Session
February 2005**



BOARD OF COUNTY COMMISSIONERS



Ilene Lieberman
District 1



Mayor
Kristin D. Jacobs
District 2



Vice Mayor
Ben Graber
District 3



Jim Scott
District 4



Lois Wexler
District 5



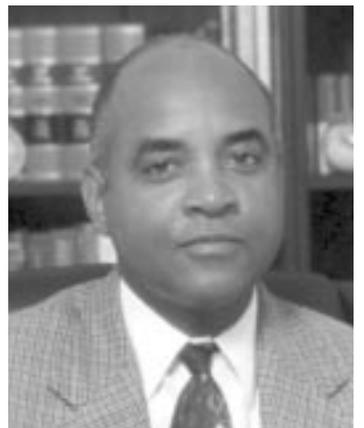
Sue Gunzburger
District 6



John E. Rodstrom, Jr.
District 7



Diana Wasserman-Rubin
District 8



Josephus Eggelletion, Jr.
District 9

TABLE OF CONTENTS

■ POLICY STATEMENTS	
● Arts Funding	1
● Beaches	1
● Communications	2
● Economic Development	2
● Everglades Restoration	2
● Health and Human Services	3
● Home Rule	3
● Transportation	3
● Unfunded Mandates	4
● Wastewater	4
● FEDERAL APPROPRIATIONS REQUESTS	5
■ Airport	
● FLL Terminal Roadway Phase 3	6
● Automated People Mover	6
■ Port Everglades	
● Southport Dredging Reimbursement	6
● Port Everglades Dredging Program	6
■ Mass Transit	
● Alternate Fuel Buses	7
● SW Transit Facility	7
● US441/SR7 Bus Rapid Transit	7
● US441/SR7 Corridor Redevelopment	8
● SFRTA FEC Route	8
● SFRTA North Corridor	8
● SFRTA East-West Corridor	8
● SFRTA Downtown Fort Lauderdale Circulator	9
● SFRTA Scripps Transportation Corridor	9
● SFRTA Tri-Rail Integrated Fare Collection System	9
■ Other Appropriations Requests	
● Beach Nourishment	9
● Animal Care Division Oral Rabies Vaccine	10
■ LEGISLATIVE PROPOSALS	
● Atlantic Commerce Corridor	11
● Aviation	11
● Breast Cancer Patient Protection Act	15
● Child Care Development Fund	15
● Child Support Enforcement	15
● Community Services Block Grant	15
● Downtown Transit Connector	16
● Earned Income Tax Credit	16

- Election Printers 16
- Federal Courthouse 16
- Florida Area Coastal Environmental Initiative 17
- Film Industry 17
- Free Trade Agreement of the Americas 17
- Homeland Security 18
- Homelessness 19
- Hospice Care for Children 19
- Housing 19
- Internet Access 20
- Low Income Home Energy Assistance Program 20
- Medicaid 20
- Medicare 21
- Mental Health Parity 22
- Micro-Enterprise 22
- Moving Companies – Interstate 22
- Municipal Debt Financing Act 22
- Organization of American States Diplomatic Meeting 23
- Overtime Pay 23
- Payday Loans & Predatory Lending 23
- Port Everglades 24
- Refugee Services 24
- Ryan White Funding 24
- Sales Tax Reform 25
- Southeast Florida Coral Reef Initiative 25
- Spinal Muscular Atrophy 25
- Stem Cell Research 26
- Temporary Assistance for Needy Families 26
- Reauthorization of the Transportation Equity Act 26
- Telecommunications and Property Rights 27
- Water Infrastructure 28
- Water Taxi Funding Request 28
- Wild Fire Prevention/Preserving Natural Area 28

ARTS FUNDING

It is the responsibility of the federal government to help make the arts accessible to benefit the social, economic and cultural well being of the American people. Public support of the arts and humanities is dependent upon the development of a cultural infrastructure at all levels of government. **The Broward County Board of County Commissioners supports** funding of cultural arts programs.

BEACHES

Florida's beaches are a critical part of the State's travel and tourism industry, generating jobs and local, state, and federal tax revenues. Beaches are also the first line of defense against hurricane and storm surge threats to life and property. U.S. Army Corps of Engineers' studies confirm that healthy beaches reduce flood damage to coastal properties, resulting in a reduction in Federal disaster rehabilitation payouts. The Florida Department of Environmental Protection estimates that more than one-third of Florida's 787 miles of beaches are in a state of critical erosion. **The Broward County Board of County Commissioners supports** a dedicated source of federal funding for the nation's valuable beaches, in order to protect and maintain these essential elements that are vital to our environmental and economic infrastructure.

Beach nourishment and shore protection programs continue to occupy a low priority for funding by the Executive Branch of the federal government. Additionally, Congress has impeded funding for reimbursable projects in general and for reimbursable beach nourishment projects in particular. Because Broward County's beach projects are historically reimbursable, there is concern that federal funding for current and future Broward projects may be in jeopardy. **The Broward County Board of County Commissioners opposes** restrictions on reimbursements for beach nourishment projects for which funds have been appropriated; **supports** authorization of reimbursement costs of mitigation and removal of derelict erosion control structures; and **supports** the inclusion in law of provisions which standardize the budgetary process for reimbursable projects and streamline the process of reimbursing the local sponsor.

The Broward County Board of County Commissioners opposes any provision in the Water Resources Development Act which would create a Beach Nourishment Advisory Committee, which would require additional overlapping rules for beach projects, since many of the policies and standards required by the Advisory Committee already exist in current Corps regulations or in federal statute. Florida has carefully developed permitting requirements for our beach projects that require site-specific consideration of environmental and local issues.

Future implementation of the County's Beach Management Plan may require acquisition of aragonite sand or other non-domestic beach-quality material. Current law severely restricts federal financial participation in projects which utilize non-domestic sand. **The Broward County Board of County Commissioners opposes** restrictions on the use of aragonite or other non-domestic sand for beach nourishment where such material is economical and environmentally sound. In addition, the Board urges that the Federal Government:

- Recognize and acknowledge the inevitability of coastal erosion and the need to replenish beaches when necessary;
- Streamline and simplify the confusing and conflicting regulatory requirements that stem from overlapping jurisdictions of Federal agencies in the coastal zone; and

- Apportion costs among beach nourishment project participants consistent with the actual economic and environmental benefits that beaches provide to those participants.

COMMUNICATIONS

The advent of communications technology presents considerable opportunities for counties to enhance the quality of life in communities by providing regulatory powers over telecommunication services in order to protect the health, safety and welfare of the public. There are significant fiscal and policy implications that will require prompt and thoughtful decisions about zoning, taxation, consumer protection, and local government communication networks and infrastructure.

Therefore, the **Broward County Board of County Commissioners supports** establishing an equitable system that promotes improvements to the state and local tax and fee structure for products and services that will strengthen Florida's economy, while maintaining revenue neutrality for local governments. **The Broward County Board of County Commissioners also supports** the preservation of local government responsibility to manage public resources, including, but not limited to, public rights-of-way.

ECONOMIC DEVELOPMENT

A major goal of county government is to encourage economic development activities in order to promote a full range of employment, business and housing opportunities. These are designed to improve the economy, increase the tax base, and encourage diversity. **The Broward County Board of County Commissioners supports** legislation that helps promote the growth of trade, travel and tourism industries at the Convention Center, Port Everglades and the Fort Lauderdale-Hollywood International Airport. **The Broward County Board of County Commissioners supports** policies that will increase economic development and financial assistance for the expansion and creation of enterprise zones and new businesses. **The Broward County Board of County Commissioners supports** redevelopment initiatives, including brownfields pilot projects, to enhance neighborhood revitalization.

EVERGLADES RESTORATION

The Comprehensive Everglades Restoration Plan (CERP) as approved by Congress provides a framework stating: "The over arching objective of the Comprehensive Plan is the restoration, preservation and protection of the South Florida ecosystem while providing for other water related needs of the region." This landmark legislation authorizes construction projects and implementation procedures, and establishes a process to ensure that the goals and purposes of the Plan are achieved.

The **Broward County Board of County Commissioners supports** restoration of the Everglades and believes that the implementation of the CERP is critical to the future of South Florida and Broward County's environment, economy, and water supply. In order to ensure that the plan moves forward as intended by Congress and as supported by the Board of County Commissioners of Broward County, efforts must now focus on securing sufficient federal funding and expediting core CERP projects.

On October 14, 2004, Florida Governor Jeb Bush announced, ACCELER8, a plan that will speed up funding, design, and construction to complete eight CERP projects, including the Broward County Water Preserve Area, by more than a decade ahead of schedule. Because ACCELER8 demonstrates

the State's commitment to restore the Everglades by providing \$1.3 billion, it is imperative that Congress live up to its partnership agreements and commitment to fund 50% of CERP. **The Broward County Board of County Commissioners supports** capability funding for the U.S. Army Corps of Engineers, Jacksonville District, to fulfill a partnership agreement between the State and Federal government. Additionally, **the Board supports** expediting core CERP projects, such as the Indian River Lagoon Natural Areas, and Tamiami Trail Culverts.

Whereas the Master Implementation and Sequencing Plan (MISP), a plan that provides a schedule for CERP projects, is under review by federal interests, the **Broward County Board of County Commissioners supports** the inclusion of certain authorized projects including the Broward County Secondary Canal Improvement Project as part of the expedited MISP Band 1 projects.

The Broward County Board of County Commissioners believes that local and state water allocations and growth management policies, water quality improvement strategies and water conservation programs must be consistent with Everglades restoration goals, and advance those goals where possible.

HEALTH AND HUMAN SERVICES

Broward County recognizes the importance of providing basic human services to protect and assist residents in need. Broward County has demonstrated its commitment by providing funding for the direct delivery of medical assistance, mental health, social and aging services, and housing assistance. **The Broward County Board of County Commissioners supports** local involvement in the formulation and implementation of policies that protect the health, mental health, safety and welfare of Florida's residents. **The Broward County Board of County Commissioners supports** equity in and adequacy of funding for human services from state agencies' budgets and **opposes** any funding reductions in the areas of health, mental health and human services in order to meet the increasing demand.

HOME RULE

Broward County is dedicated to the fundamental concept that the government closest to the people is the appropriate authority to serve the needs and requirements of the community. **The Broward County Board of County Commissioners supports** maintaining the integrity of home rule power that allows counties to develop and implement solutions to local problems.

TRANSPORTATION

As Florida's second most populated county, Broward County has ongoing needs to modernize and expand transportation infrastructure and increase capacity to meet the needs of the traveling public and private sectors. Our transportation system must be upgraded in the coming years to accommodate the increasing needs of our growing urban county and region, with particular emphasis on facilitating our Bus Rapid Transit (BRT) program as well as on developing more efficient ways to move freight and goods. Broward County is committed to working with regional, state and federal officials to ensure that our needs are addressed in the TEA-21 reauthorization process through maximizing the return of funding to Florida and creating flexible means of utilizing these dollars. **The Broward County Board of County Commissioners supports** the development, funding and construction of a comprehensive regional transportation system to meet the access and security needs of all transportation modes, from seaport and airport to mass transit, roadways, and bicycle/pedestrian facilities.

UNFUNDED MANDATES

Many federal directives mandate local governments to provide services or programs without providing the appropriate monies or funding sources. These unfunded mandates can compromise a county's ability to provide essential and discretionary services deemed appropriate by the local community. **The Broward County Board of County Commissioners opposes** any federal legislative actions that implement unfunded mandates on a local government's fiscal and public policy.

WASTEWATER

As residential and commercial growth continues, Broward County recognizes the importance of properly managing public works, especially in the areas of wastewater treatment, disposal and water resources management. **The Broward County Board of County Commissioners supports** the efforts by the Florida Department of Environmental Protection, the United States Environmental Protection Agency, and others to find reasonable, environmentally-sound, cost-effective, and timely solutions to the regulatory issues pertaining to underground injection of treated domestic wastewater effluent.

FISCAL YEAR 2006 FEDERAL APPROPRIATIONS REQUESTS
109th Congress, 1st Session

Airport

FLL Terminal Roadway Phase 3	\$ 4,000,000
Automated People Mover	\$ 5,000,000

Seaport

Southport Dredging Reimbursement	\$ 4,000,000
Port Everglades Dredging Program	\$ 1,500,000

Mass Transit

Alternate Fuel Buses	\$ 8,000,000
Southwest Transit Facility	\$ 3,000,000
US441/SR7 Bus Rapid Transit	\$ 3,000,000
US441/SR7 Corridor Redevelopment	\$ 3,000,000
SFRTA Tri-Rail Integrated Fare Collection System	\$35,000,000
SFRTA FEC Route	\$ 5,000,000
SFRTA North Corridor	\$10,000,000
SFRTA East-West Corridor	\$10,000,000
SFRTA Downtown Circulator	\$ 5,000,000
SFRTA Scripps Corridor	\$ 5,000,000

Other Appropriations Requests

Beach Nourishment	\$ 6,000,000
Oral Rabies Vaccine	\$ 360,000

AIRPORT

FLL TERMINAL ROADWAY PHASE 3

Broward County is requesting \$4 million for design and construction of a double deck roadway system which would exit the Fort Lauderdale/Hollywood International Airport to the south and disperse traffic in an effective manner. The total cost of this final phase of the project is \$75 million. The project will serve the future South Terminal (4) expansion and the Consolidated Rental Car Facility. Previous phases completed include the airport approach roadway and the double decking of terminals 1, 2, and 3. When completed, the structure will allow for an orderly flow of traffic exiting the airport into an intricate series of roads which will distribute motorists in all directions, including eastbound to Port Everglades. The state and the county are financial participants in the project, which received \$500,000 from the FY05 Transportation Appropriation, and \$8.7 million from the State of Florida over four years.

AUTOMATED PEOPLE MOVER

Broward County is requesting \$5 million to continue to develop a financially viable plan, including an Environmental Impact Statement and Preliminary Design and Engineering (PDE) for the first phase of an automated system for moving passengers and their baggage (the People-Mover) between and among the passenger terminals at the Fort Lauderdale-Hollywood International Airport, the Airport's parking garages and rental car facilities. Future expansion could include the cruise ship terminals and public parking at Port Everglades (Port), and an inter-modal transportation center (IMC) to be sited between the Airport and the Port. Broward County received \$500,000 in FY 03 federal funding to initiate feasibility studies, and the project has been placed on the Metropolitan Planning Organization's Long Range Plan.

SEAPORT

SOUTHPORT DREDGING REIMBURSEMENT

Broward County is requesting \$4 million from the FY 2006 Energy and Water Appropriations bill to reimburse Port Everglades for the federal share of costs associated with widening and deepening the Southport Channel and Turning Notch. The Water Resources Development Act of 2000 authorized reimbursement of \$15,003,000 to Port Everglades for the federal share of project costs incurred by the non-federal interest in carrying out this project. In FY 2002, Broward County received an appropriation of \$3 million, in FY 2003 received an appropriation of \$3 million, and in FY04 received an appropriation of \$600,000. Broward County is now seeking the remaining amount of this authorized reimbursement.

PORT EVERGLADES DREDGING PROGRAM

Broward County is requesting \$1.5 million from the FY2006 Energy and Water Appropriations bill on behalf of the Army Corps of Engineers. Specifically, the Corps is seeking \$200,000 from General Investigations and \$1.3 million from Planning for preliminary engineering and design of a project to deepen and widen the main channels of Port Everglades. A feasibility study conducted by the U.S. Army Corps of Engineers has determined that in order to serve Port Everglades' current and future shipping tenants, deeper and wider channels are required. The total cost of the project is currently

estimated at approximately \$230 million. The federal share of the project is expected to be 50% with state and county governments participating in the remaining share. The Draft Environmental Impact Statement and Chief's Report are expected in 2006, with construction to begin in 2008.

MASS TRANSIT

ALTERNATE FUEL BUSES

Broward County is requesting \$8 million for 40 hybrid electric buses from FY06 Transportation Appropriations. The current fleet of vehicles is not sufficient to meet FTA standards, and purchase of these vehicles will allow Broward County to address capacity and expansion needs while addressing clean air issues.

SOUTHWEST TRANSIT FACILITY

Broward County is requesting \$3 million for land acquisition for later construction of a transit facility in southwest Broward County. Southwest Broward is among the fastest growing populations in the United States, and Broward County has not been able to keep pace with the growth in terms of transit services. As a county which is 95% built out, targeting and purchasing property to allow for transit expansion is essential.

In 2000, mass transit expanded from 197 to 232 buses and in 2001 there was a further expansion to 250 buses. This expansion added 150 positions to staff. Broward County maintains two bus facilities, one each in north and south county. The current north county bus facility houses administration, scheduling, planning and intelligent transportation system (ITS) facilities; it is inadequate to accommodate maintenance, training, automation, and service development enhancements. Expansion of the north county facility will allow the infrastructure to meet the needs of the public. Broward County received \$1.2 million from the FY05 Transportation Appropriations.

US441/SR7 BUS RAPID TRANSIT

Broward County is requesting \$3 million to address transit capacity issues on US 441/SR7, a culturally rich and ethnically diverse corridor with many pockets of economically depressed areas in different stages of redevelopment. The funds will be used for the purchase of eight articulated buses to allow express bus services on BCT's highest ridership routes, and for preliminary design of the bus rapid transit system technology.

The corridor presents the heaviest transit use in the county. At this time the buses are not enough to handle the number of riders as demand continues to increase. The proposed solution is a short term transit enhancement plan to address the immediate needs of a transit dependent population complemented with a medium to long range component to implements a Bus Rapid Transit (BRT) corridor. This corridor will be the spine of a BRT network in the county.

State Road 7 is a 25 mile, north-south corridor through the County that traverses 13 cities, as well as the Seminole Indian Tribe of Florida Reservation, and is a feeder road that provides major regional linkage. The proposed "bridge" program would link regional mass transit systems in Broward and Miami-Dade counties, and would include the acquisition of advanced technology vehicles for a bus rapid transit route on this important economic corridor.

US441/SR7 CORRIDOR REDEVELOPMENT

Broward County is requesting \$3 million for pedestrian mobility and safety improvements along the central and northern portions of the U.S. 441/SR 7 corridor in Broward County, which has been identified as a priority for urban redevelopment and revitalization. US 441 is a 25 mile, north-south corridor through the county that traverses 13 cities and the Seminole Indian Tribe of Florida Reservation, and is a feeder road that provides major regional linkage.

The boundaries of the project span from I-595 north to the Palm Beach County Line, a distance of approximately 15 miles. Enhancements will include connecting and widening sidewalks, providing pedestrian scale street lighting, enhancing pedestrian crosswalks with signalization and enhanced concrete crosswalks, signage, street furniture, and landscaping. Additional enhancements will include curb and gutter improvements to prevent standing stormwater run-off, transit amenities such as bus shelters, transit route signage, and where possible overhead utilities will be removed to protect commercial properties during storm events and enhance the appearance while improving pedestrian safety.

This project is a multi-phased, multi-year component of the larger initiative to redevelop and revitalize US441. Other components include a planning initiative to provide an opportunity for municipal stakeholders to reach consensus on unifying themes, widening of the roadway, and bus rapid transit.

SFRTA FEC ROUTE

The South Florida Regional Transportation Authority/Tri-Rail is requesting passage of TEA-3 (TEA-21 reauthorization) and inclusion of authorization for the acquisition of the FEC Corridor and \$5 million in transportation appropriations Section 5309 New Starts Funding toward project development, preliminary engineering and environmental assessment of the railroad right-of-way in FY 2005. **The Broward County Board of County Commissioners supports** this request.

SFRTA NORTH CORRIDOR

The South Florida Regional Transportation Authority/Tri-Rail is requesting passage of TEA-3 (TEA-21 reauthorization) and inclusion of authorization for the North Corridor (Miami-Dade County) and \$10 million in transportation appropriations Section 5309 New Starts Funding toward preliminary engineering and final design in FY 2005. The North Corridor promotes intermodal transportation at connecting points by providing a regional link with Broward County Transit, SFRTA/Tri-Rail and the South Dade Busway.

SFRTA EAST-WEST CORRIDOR

The South Florida Regional Transportation Authority/Tri-Rail is requesting passage of TEA-3 (TEA-21 reauthorization) and inclusion of authorization for the North Corridor (Miami-Dade County) and \$10 million in transportation appropriations Section 5309 New Starts Funding toward preliminary engineering and final design in FY 2005. The 15 mile heavy rail project will extend from the Florida International University and then go north to the Florida Turnpike and proceed eastward along State Road 836, connecting at the Miami Intermodal Center to downtown Miami (Government Center) and the Central Business District.

SFRTA DOWNTOWN FORT LAUDERDALE CIRCULATOR

The South Florida Regional Transportation Authority/Tri-Rail is requesting passage of TEA-3 (TEA-21 reauthorization) and inclusion of authorization for the Downtown Fort Lauderdale Circulator and \$5 million in transportation appropriations Section 5309 New Starts Funding toward project development, preliminary engineering and environmental assessment in FY 2005. The **Broward County Board of County Commissioners supports** this request. The rail link will provide local circulation and transit access to serve the downtown residential and employment populations. This service will provide street car/light rail circulator service to major Fort Lauderdale Central Business District destinations.

SFRTA SCRIPPS TRANSPORTATION CORRIDOR

The South Florida Regional Transportation Authority/Tri-Rail is requesting passage of TEA-3 (TEA-21 reauthorization) and inclusion of authorization for the Scripps Transportation Corridor and \$5 million in transportation appropriations Section 5309 New Starts Funding toward project development in FY 2005. The **Broward County Board of County Commissioners supports** this request. The Scripps Transportation Corridor provides premium transit service from SFRTA/Tri-Rail's Mangonia Park Station to the major multi-use Scripps Research Facility planned for the Mecca site location along the CSX Railroad Corridor. The ultimate goal of the Scripps project is to capture the economic cluster that will develop around the Scripps campus, providing thousands of high-paying jobs for South Florida.

SFRTA TRI-RAIL INTEGRATED FARE COLLECTION SYSTEM (SMART CARD)

The South Florida Regional Transportation Authority/Tri-Rail is requesting \$35 million from the Transportation Appropriation for procurement of equipment and implementation of the regional smart card system which will allow for seamless connections between the Tri-Rail and the mass transit systems in Miami-Dade, Broward and Palm Beach Counties. The Smart Card will reduce barriers and encourage greater use of public transit for regional travel needs by residents and visitors to the area. **The Broward County Board of County Commissioners supports** this request.

OTHER APPROPRIATION REQUESTS

BEACH NOURISHMENT

Broward County is requesting \$6 million in the FY06 Energy and Water Appropriations bill to reimburse the County for the federal share of beach renourishment on 12 miles of critically eroded County beaches.

Erosion of Broward County beaches threatens the public safety, economic development, and environment of the region. The total federal share of this project is approximately \$25.3 million. Under the current arrangement with the U.S. Army Corps of Engineers, authorized by the Water Resources Development Act of 1999 (WRDA '99), the County must first expend local funds for both the local and federal share of the project before seeking reimbursement. WRDA '99 authorized the County for reimbursement once a construction contract is signed. Construction began with mitigation in early FY 2003. The requested funding is to reimburse the County for a portion of the 56.5% federal share of FY02 and FY03 costs for pre-construction, engineering, design, environmental monitoring and construction. Past appropriations include FY02 \$1 million, FY03 \$4 million, in FY04 \$1 million, FY05 \$1.5 million for reimbursement of the federal share of this project.

ANIMAL CARE DIVISION ORAL RABIES VACCINE

Broward County is requesting \$600,000 in FY05 Agriculture Appropriations to establish an Oral Rabies Vaccine Program. Rabies is a growing problem in Florida, and Palm Beach County has experienced an alarming increase in rabies cases. This project would create a rabies barrier to prevent the spread of the disease to the southernmost portion of Florida, by distributing some 300,000 oral rabies vaccine baits in the first of five years. The total cost to fund this multi-year program is estimated at \$1.8 million. Broward County will provide a portion of that cost, state funds will be requested, and it is expected that this request for federal funds will be over a period of several years.

LEGISLATIVE PROPOSALS

ATLANTIC COMMERCE CORRIDOR

Florida is the nation's fourth most populous state, and one third of Floridians reside in Broward, Miami-Dade and Palm Beach Counties, also known as Southeast Florida. This urbanized area contains three international airports, three seaports, two rail corridors, and several north-south arterials of major significance. Specifically, the Atlantic Commerce Corridor is a critical facility for domestic and international trade, and it includes Interstate-95, the FEC rail corridor, the CSX rail corridor, and seaport and airport connectors. Through ISTEA and TEA-21 legislation, 44 corridors of national significance were identified in the past, none of which were in Florida. Recognizing that the ACC is Southeast Florida's mobility lifeline and the key to the region's continued economic growth, the Florida Ports Council, South Florida Regional Transportation Authority, Florida DOT and the FEC Railway, Inc. have forwarded a proposal to identify this corridor of national and international significance as part of TEA-21 reauthorization.

The Broward County Board of County Commissioners supports these efforts for designation of the Atlantic Commerce Corridor as a corridor of strategic national and international significance. Developing an integrated regional and national intermodal system that moves people and freight safely and efficiently across jurisdictional and interstate boundaries is of paramount importance to the interconnectivity of the nation's transportation system, and Southeast Florida's ACC is a critical part of this network.

AVIATION

As part of a regional transportation system, the Airport and Seaport are the economic engines that create and promote commerce and industry. The Fort Lauderdale/Hollywood International Airport serves the air travel needs of Broward, north Miami-Dade and southern Palm Beach counties. In 2004, the Airport handled approximately 20.8 million passengers and generated more than \$2.2 billion in economic activity, which includes 29,800 jobs. Located in close proximity, Port Everglades generates an estimated economic impact of more than \$3.5 billion annually, handles more than four million cruise passengers and 23 million tons of cargo each year, and is an equally vital part of this transportation system. **The Broward County Board of County Commissioners supports** continued and increased federal funding for both Fort Lauderdale/Hollywood International Airport and Port Everglades. This funding will provide capital for expansion, maintenance, and security improvements, which are all vital for travel and trade to the South Florida area. **The Broward County Board of County Commissioners supports** legislation that promotes airports, seaports and the maritime industry and opposes legislation which could be detrimental to those interests.

Cargo at Fort Lauderdale/Hollywood International Airport has increased significantly since 1991 due to carrier expansion. With more than 100 acres of land available for development and strong interest in the cargo sector, much more growth is anticipated in the short term. The potential for economic development in the next five years is directly related to acquisition of adequate resources for infrastructure and staffing of cargo and passenger facilities. Advanced expansion of the cargo industry at the airport could result in 3,300 jobs, generating more than \$100 million in salaries each year.

Therefore, **the Broward County Board of County Commissioners supports** the following legislative proposals related directly to airport capacity development:

- **Approval and funding assistance to modify all four terminals at Fort Lauderdale/Hollywood International Airport** to comply with increased federal baggage screening requirements. Installation of the required systems will require design modifications of the existing airport terminals, and the cost for these mandated airport security enhancements and infrastructure improvements is estimated to be \$150 million. Work with Transportation Security Administration to implement installation of the EDS and the structural modifications necessary in the most expeditious and effective manner possible, to maximize efficiencies and minimize disruption to the traveling public. Expedited approval of Aviation Department's efforts to obtain grant and Letter of Intent (LOI) funding for the installation of the EDS.
- **Modification of Federal Aviation Administration Regulations** Part 150 to allow funding eligibility for noise impact area mitigation within the 60 DNL or higher contour.
- **Additional staffing for United States Customs and Border Protection** in Fort Lauderdale/Hollywood International Airport.
- **Clarification and modification of security regulations** relating to fingerprint-based criminal history records checks.
- **Continuation of the existing Environmental Impact Statement (EIS)** document, to accommodate the preferred south runway alternative, including runway use restrictions contained in the existing EIS document as well as existing interlocal and development orders, and evaluation of enhancements to these restrictions. Evaluation of a property acquisition program for properties located in the runway protection zone, the development of a program for residential noise mitigation in excess of minimum Federal requirements, and encourages the use of airport revenues and Passenger Facility Charges for advanced noise mitigation. Fostering land use compatibility with surrounding communities and the inclusion of mitigation programs in the EIS Record of Decision.
- **Continued communication with the Federal Aviation Administration** to facilitate the incorporation and approval of these policies within the federal National Environmental Policy Act framework.

The Airport Improvement Program (AIP) funds the infrastructure needs of United States airports, including safety, security, construction and noise projects. **The Broward County Board of County Commissioners supports** increased funding in order to adequately provide for safety/security projects at commercial and general aviation airports. **The Broward County Board of County Commissioners also supports** the expansion and streamlining of the AIP for safety and security projects.

Florida, as a "donor" state, has received less than one dollar back for each dollar sent to the Aviation Trust Fund. **The Broward County Board of County Commissioners supports** legislation which will increase the rate of return on all funds distributed to the states.

The Broward County Board of County Commissioners supports the following nationwide aviation priorities:

- **Secure Additional Resources for the Installation of EDS Equipment in Airports** – Although \$1.8 billion has been appropriated for EDS installation in fiscal years 2002-2005 (\$295 million in 2005), much more is needed to help meet the estimated \$4-5 billion necessary to permanently install EDS equipment in airports of all sizes across the country. While procurement and installation of EDS systems will require significant upfront expenses, those capital costs are relatively modest when compared to the extraordinary expenses necessary to pay for literally thousands of extra screeners year after year using today's model. In addition, permanently installing EDS equipment will enhance safety and security and improve system efficiency.
- **Increase Funding for EDS Equipment Purchases and Maintenance** – The FY 2005 appropriation included \$180 million for EDS/ETD purchases, \$30 million of which is for next generation EDS. Added funds are needed to install these next-generation explosive detection systems, particularly at medium and small airports, to permit more efficient handling of checked bags and reduce dependence on baggage screeners. These next-generation EDS systems are far smaller and less expensive than the current generation of screening units. The expeditious deployment of these systems is essential for developing in-line solutions that do not require the costly, large-scale redesign and construction of baggage conveyor systems. Furthermore, although these next-generation machines have immediate application to checked-baggage screening, they also have the potential to cost-effectively enhance security at passenger checkpoints, transit stations, and other key facilities.
- **Address TSA Operational Efficiency** – The lack of adequate TSA operational efficiency at a number of airports across the country remains a major concern. We are disappointed that the agency has abandoned the 10-minute passenger processing goal. We urge setting standards for operational efficiency similar to the 10-minute goal and to ensure that TSA has adequate resources to meet its mandate for baggage and passenger screening requirements.

While the 45,000 screeners remain as a cap, TSA may need to realign its workforce throughout the year due to attrition or advances in detection technologies such as the next generation EDS systems. TSA has the flexibility to hire screeners during the fiscal year at those airports where additional or replacement screeners are necessary to maintain aviation security and customer service. Lifting the cap may be premature as much more could be done with advancements in detection technologies and better configurations at airports. For example, if TSA installed explosive detection machines inline or behind ticket counters, airports would become less congested and reduce the number of screeners. Similarly, if TSA deployed inline EDS machines with multiplexing capabilities, TSA could save up to six FTEs for each suite installed.

- **Reimburse Airports for Costs Associated With Meeting Federal Security-Related Requirements** – New federal resources in addition to the \$230 million provided in 2005 for LEO reimbursement must accompany federal requirements as airports cannot absorb additional security costs without serious consequences to capital improvement programs and other airport operations. Continued reimbursement is needed for providing law enforcement at screening checkpoints as well as for other federal mandates from random car searches in times of elevated alert status to increased perimeter security patrols and the like.

- **Provide Added Funding for Checkpoint Support** – Additional and continued funding is needed beyond the FY 2005 appropriation of \$123.5 million for the reconfiguration of airport checkpoints (to include customs) to expedite the flow of travelers; purchase, installation, and maintenance of checkpoint equipment; and electronic surveillance of checkpoints. Customs configuration and staffing needs are critical at Fort Lauderdale/Hollywood International Airport.
- **Continue and Protect AIP Full Funding** – The continued support for the Airport Improvement Program at its current fully funded \$3.5 billion level or higher is needed. As capital costs continue to rise through annual inflationary increases, the annual funding level needs to be increased based on a cost of construction increase.

We should also ensure that limited AIP dollars are not drained for security expenses (e.g., continue the prohibition against using AIP funds for EDS installation projects) or diverted for other purposes such as administrative expenses.

- **FAA Use of Space in Airport-Owned Facilities** – Decades-old arrangements allow the FAA to pay below-market rent for FAA facilities located on airport property. However, in the past several years, proposals have emerged to force airports to furnish space without cost to the FAA. Recognizing the significant burden this change would impose on airports – particularly smaller airports that rely on non-aeronautical revenues, we oppose this change. In fact, we urge that the FAA and all Federal agencies be required to pay fair market rents for airport land or facilities they occupy.
- **Allow AIP-PFC Flexibility** – Airports should have more flexibility on how they can use AIP funds, PFCs and other airport revenues. Streamlining economic regulations would save airports, their customers and the federal government valuable time and money. Examples include the environmental review process without violating NEPA, the Clean Air Act and the Clean Water Act. We encourage Congress to take a similar approach to streamlining economic regulations while preserving regulations pertaining to safety, security, unjust discrimination and revenue diversion.
- **Reclassify Airport Bonds as Public Purpose** – We strongly support reclassifying airport bonds as public purpose and to allow airports to advance refund their bonds without limitation. If enacted, these changes would lower borrowing costs and allow airports to take advantage of today's low interest rates.

Federal tax law currently and unfairly classifies about 90 percent of bonds that airports use to build runways and other projects as “private activity” bonds. Because private activity bonds are subject to the Alternative Minimum Tax (AMT), airport bond issuers are usually charged higher interest rates on their borrowing. In addition to being subject to the AMT, private activity bonds cannot be advance refunded.

- **Simplify the Collection of Passenger Facility Charges (PFCs)** – Airports should be allowed to bill airlines directly for PFCs. All airports can currently accomplish this with no added cost to the airport or the airline by billing each airline based on enplaned passengers currently reported by each airline.

- Under current regulations, once the FAA approves the collection of PFCs at an airport, each airline actually collects the PFC from each passenger as part of the ticket price and then remits the collections to each airport through a very cumbersome collection, accounting, remittance and auditing process. Airlines are compensated for their costs at the rate of \$0.11 per enplaned passenger for each PFC collected which they contend does not even cover their full costs. This is accomplished by withholding the \$0.11 from the total PFC collected and remitting the net amount to each airport. For FLL, the cost withheld currently aggregates \$1.1 million annually. This amount could otherwise be used for eligible and much needed construction projects.

BREAST CANCER PATIENT PROTECTION ACT

Breast Cancer is the most common cancer diagnosed in women in the nation. When medically necessary, mastectomies and other breast cancer related surgeries are traumatic and physically debilitating. In the past, some insurers have required these procedures to be performed on an outpatient basis, to the detriment of the patient's health. **The Broward County Board of County Commissioners supports** legislation to require insurers to cover a minimum 48 hour stay in the hospital for patients undergoing certain breast cancer related procedures.

CHILD CARE DEVELOPMENT FUND

The Broward County Board of County Commissioners supports increased funding through the Health and Human Services Appropriation for licensing and monitoring of child care facilities.

CHILD SUPPORT ENFORCEMENT

Through welfare reform, the IV-D child support enforcement agencies throughout the country were provided with tools to help them collect child support. These tools include income withholding for unemployment insurance benefits; access to the new hire directory, federal case registry, federal locator services and participation in the IRS intercept program. Broward County is one of a growing number of non IV-D support enforcement agencies being funded by local governments which needs access to these same resources available to IV-D Agencies. **The Broward County Board of County Commissioners supports** non IV-D agencies receiving the same resources as the entire support enforcement community, and a change in the bankruptcy laws to benefit all support enforcement agencies.

COMMUNITY SERVICES BLOCK GRANT

The Broward County Board of County Commissioners supports a minimum of \$650 million annual funding level for the Community Services Block Grant, which supplies core funding for local agencies assisting the lowest income families in America. Adequate funding levels for this program will increase self sufficiency and reduce dependency on public funds.

DOWNTOWN TRANSIT CONNECTOR

The Broward County Board of County Commissioners supports the authorization and funding for the Downtown Transit Link. This project is jointly sponsored by Broward County, the City of Fort Lauderdale and others. Funding is being sought for a transit demonstration project on SW 2nd Street. Broward County's primary participation will be through operation of the transit service once constructed.

EARNED INCOME TAX CREDIT

The EITC is intended as a wage support for poor and low-income families, and has been one of the federal government's most effective tools in lifting millions of Americans out of poverty. Millions more are eligible. However, the already onerous documentation process kept approximately 85,000 families in Broward County alone from claiming the EITC last year. **The Broward County Board of County Commissioners opposes** any proposal to initiate a pre-certification process or any effort to increase requirements for qualification of the EITC.

ELECTION PRINTERS

The Broward County Board of County Commissioners recognizes that it may be appropriate for local governments to provide for a paper record of an electronic ballot. However, the Board acknowledges that any technology which may be affected would have to be certified by the State of Florida in order to be utilized. **The Broward County Board of County Commissioners urges** Congress to adopt legislation requiring paper receipts and providing additional funds for the acquisition of such equipment.

FEDERAL COURTHOUSE

Recently a recommendation was made against the reconstruction of the Fort Lauderdale federal courthouse and for the division of Broward County's federal caseload between the Miami Courthouse and the yet-to-be-constructed Palm Beach federal courthouse. The determination to construct new federal courthouses is based on a five-year plan compiled by the Administrative Office of the United States Courts, and both Broward County and Palm Beach County courthouses have already been approved for construction, with Palm Beach County slated for construction subsequent to Fort Lauderdale. Presumably, the projects are prioritized based on need, with the Broward County facility being ranked as a higher priority. However, there is no doubt that both courthouses are urgently needed in this region, which is the sixth largest metropolitan statistical area in the United States.

While budget constraints may have led to the recommendation, the move would lead to the disenfranchisement of the 1.7 million people who reside in Broward County, and to the hardship of those citizens required to travel approximately 100 miles round trip when required to appear as a potential juror or witness in a federal case. Additionally, the elimination of the facility would have a terrible financial impact on the county, with jobs and other economic opportunities lost.

Therefore, **The Broward County Board of County Commissioners supports** the retention and rebuilding of the federal courthouse in Broward County.

FLORIDA AREA COASTAL ENVIRONMENTAL INITIATIVE

The Broward County Board of County Commissioners supports the efforts of the National Oceanic Atmospheric Administration (NOAA), the Florida Department of Environmental Protection, (DEP) the United States Environmental Protection Agency, (EPA) and other stakeholders involved with the Florida Area Coastal Environmental Initiative (FACE) program which will study the urban and natural sources and impacts of nutrients, trace metals and other constituents in the marine and estuarine environment. The results of the monitoring program will provide scientifically based information for making policy and regulatory decisions to control the impact of pollutants and to protect the coastal environment. In 2004, the House passed Water Resources Development Act (WRDA, HR 2673) authorized this program. However, WRDA died in the 108th Congress.

FILM INDUSTRY

In recent years, other countries such as Canada, Australia, and the United Kingdom have created economic incentives which have lured the film production industry away from the United States. These incentives have been so successful that Florida and other production states such as California and New York have been extremely hard hit by the loss of revenue from “on location” film and television production since 1997. The film industry estimates the economic impact of lost film production revenues from 1998 at \$10 billion. With this industry being a substantial economic engine for our national and local economies, **the Broward County Board of County Commissioners supports** legislation which would begin to counteract subsidies offered by other countries by implementing an industry-specific tax incentive that is wage-based. Along with state and county incentives, the legislation would equalize the competitive area and encourage film production companies to return to the United States.

FREE TRADE AGREEMENT OF THE AMERICAS

The South Florida region is working together to assist the United States government in reaching an agreement to create a 34-nation Free Trade Agreement of the Americas (“FTAA”) that will create an 800 million person trading block reaching from Alaska to Tierra del Fuego. The FTAA will provide substantial benefits to the business community and citizens of South Florida. In this effort, South Florida and the entire state is striving to move the Permanent Secretariat of the FTAA to Miami. Miami is the best location for the Permanent Secretariat of the FTAA and will greatly enhance the international status of South Florida in creating new jobs, relocating businesses and increasing travel to the tri-county area and the State of Florida. **The Broward County Board of County Commissioners supports** relocating the Permanent Secretariat of the FTAA to Miami. **The Broward County Board of County Commissioners opposes** any actions by the FTAA that would preempt local regulatory laws and policies that affect Broward County citizens.

HOMELAND SECURITY

With the new federal security requirements mandated in the wake of September 11, 2001, local governments have incurred serious capital and operating costs. Protecting citizens and property presents real and ongoing financial challenges for state and local governments, particularly law enforcement and other first responders. Congress and the U.S. Department of Homeland Security have begun to recognize and address this issue by creating the State Homeland Security Grant Program (SHSGP), and the Urban Area Security Initiative (UASI). However, neither program allows for direct funding to reach first responders in county government. The SHSGP, for instance, allows Florida and other states to retain significant amounts of funding that should be passed through to its counties. The UASI provides funds to cities which may, but are not required, to share the funds with other jurisdictions in the designated geographic area. Thus far, Broward County has received a negligible amount of funds from either of these programs.

The Broward County Board of County Commissioners supports the following provisions to be included in proposed legislation to reform the SHSGP and the Urban Area Security Initiative:

- Provide direct, dedicated, and annual federal funding to appropriate governmental entities based upon the following criteria:
 - Critical infrastructure (e.g., ports, airports, transportation systems, energy generation/distribution systems);
 - Vulnerability and threat potential;
 - Proximity to major federal or international infrastructure;
 - Economic importance;
 - Population.
- Include a direct set aside within the SHSGP to provide direct federal funding to the ten largest Metropolitan Statistics Areas according to the aforementioned criteria;
- Authorize a distinct grant program for equipment, training, exercises, and planning to minimize confusion and ensure reliability of federal funding;
- Eliminate base award amount for states (statutorily, each state receives at least 0.75 percent of the total amount appropriated for the fiscal year) under the SHSGP;
- Require local governments to sign off on state spending plans when those plans involve state spending on behalf of local governments.

The Broward County Board of County Commissioners also supports federal support of regional interoperability programs. **The Broward County Board of County Commissioners opposes** any Federal Emergency Management Agency (FEMA) initiative to increase the per capita threshold for public assistance under the Stafford Act.

Federal laws and regulations clearly state that the counties included in a Presidential-declared disaster area may be reimbursed by the federal government for debris removal from private property; however, FEMA has interpreted these laws inconsistently across Florida, requiring counties to pay for such work. **The Broward County Board of County Commissioners supports** efforts to insure counties included in a presidential disaster declaration are reimbursed by FEMA for removing debris from both public and private property, including private roads.

HOMELESSNESS

In the years prior to 1999, Broward County experienced a significant annual growth in the number of homeless people. In 1999, Broward received its first U.S. Housing and Urban Development SuperNOFA grant for its Continuum of Care program, allowing us to expand an array of services which address a wide diversity of the factors which contribute to homelessness. Since that time, annual SuperNOFA funding has allowed for considerable progress in homelessness and addressing the chronic needs of the previously homeless.

Broward is also home to thousands of very low income people who depend on or are in need of affordable housing. Specifically, **the Broward County Board of County Commissioners supports** the following ongoing federal policies, programs and funding:

- Maintain or increase Continuum of Care annual SuperNOFA funding;
- Increase funding levels for FY 2005 Appropriations for Homeless Programs within the U.S. Departments of Health and Human Services, Housing and Urban Development, Department of Veterans Affairs, Education, and Labor; including the President's Samaritan Initiative to house and treat the chronic homeless.
- Mainstream renewal of expiring rent subsidy contracts under HUD's Shelter Plus Care program and other permanent supportive programs for the homeless as opposed to each continuum's pro-rata need share.

HOSPICE CARE FOR CHILDREN

Children with terminal illnesses and their family members and care givers face unique challenges. Hospice care for children incorporates both a concept for caring and a system of comprehensive, interdisciplinary services which address the unique needs and issues of care for children and adolescents with life-threatening conditions, and for those family members or significant others who provide the child's immediate support. Florida, through the Agency for Health Care Administration, is one of six states chosen to participate in the model demonstration Program for All-inclusive Care for Children and their Families (PACC). The pilot PACC program will ensure that selected hospice organizations receive sufficient funding to utilize the children's model of hospice care. The children's model specifies that children with life-threatening conditions and their families receive a continuum of care from the time of diagnosis through bereavement—a model that has proven to be more effective for younger patients. **The Broward County Board of County Commissioners supports** the inclusion of children in existing and developing hospice and home care programs, the inclusion of pediatric hospice perspectives in all areas of pediatric care and education, and appropriate funding to meet this need.

HOUSING

The Broward County Board of County Commissioners supports the restoration of cuts made in the Section 8 Housing Program and support efforts to expand affordable housing alternatives.

The Board also supports legislation and programs such as the National Housing Trust Fund Act, which would provide for a permanent dedicated funding source for affordable housing for the lowest

income families, such as the provision which would use a portion of the FHA surplus each year to build housing units; and the restoration of cuts made in Community Development Block Grants (CDBG), which contribute to affordable housing infrastructure, public services and economic development for low to moderate income residents, and maintaining and increasing current levels of funding and cost of living increases in HOME Investment Partnership Program (HOME), which continues our partnerships to assist lower income residents in our community towards home ownership.

The Board also supports the “30/30 Plan”, which provides that existing housing funds should have a greater amount (30%) targeted for persons at or below 30% of median income.

INTERNET ACCESS

The Broward County Board of County Commissioners opposes legislation that would jeopardize or limit in any way local governments’ taxing authority on telecommunications services related to internet access.

LOW INCOME HOME ENERGY ASSISTANCE PROGRAM

The Broward County Board of County Commissioners supports FY 2006 increased levels of funding by the federal government to the State of Florida for the Community Assistance Program and the Low Income Energy Assistance Program.

MEDICAID

The Medicaid program is recognized nationally as a partnership between the federal and state governments to provide medical assistance to certain individuals and families with low incomes and resources. Unlike many states, Florida has required counties to contribute financially to the Medicaid program, subsidizing the state’s share. This current policy leaves counties vulnerable each year to potential cost shifts when there is a state budget deficit or shortfall. As the state seeks a federal waiver to help provide predictability in the cost of the state’s share for Medicaid, **the Broward County Board of County Commissioners advocates the following positions:**

Entitlement Issues

SUPPORT legislation that protects Medicaid benefits for residents in institutions for mental disease.

SUPPORT legislation that protects Medicaid benefits for jail inmates.

Financing Issues

SUPPORT legislation that allows the state to finance and promote the objectives of the Medicaid program without shifting additional costs to county government.

SUPPORT legislative efforts to use intergovernmental transfers (IGTs) to help draw down additional federal funding without supplanting the state’s share with local funds that have been certified to be federally matched, in addition to the state’s contribution.

SUPPORT legislation that provides the financial infrastructure for the state to sustain Medicaid non-emergency patient transportation services by using a methodology rate process for distribution of funds to counties that does not shift financial responsibility of these services to the local level.

OPPOSE any legislative efforts to divert county funding for mental health services to managed care programs.

OPPOSE changes to the funding formula for the Medicaid program between the federal and state government that would reduce the federal share to Florida.

Program Issues

SUPPORT legislation that provides flexibility at the local level for counties to actively participate in the state's efforts to reduce unnecessary nursing home placement by allowing counties to re-direct their Medicaid match to fund local health care services or community-based care programs.

SUPPORT legislation that fully maintains and preserves critical mandatory and optional Medicaid services such as the Medically Needy program.

OPPOSE any legislation that eliminates statewide application of mandatory or optional Medicaid services for eligible recipients.

An increase in the federal share of Medicaid costs would enhance current Medicaid coverage of prescription medication. Enhanced prescription coverage would improve access to prescription medication for Medicare recipients. **The Broward County Board of County Commissioners supports** a Medicaid funding increase and expanded prescription coverage. **The Broward County Board of County Commissioners also supports** legislation to enable the State of Florida to seek a waiver from the Department of Health and Human Services, Food and Drug Administration to allow state and local governments to explore the purchase of Canadian pharmaceuticals in an effort to reduce costs.

MEDICARE

Medicare is the primary underwriter of health care for elder citizens. Seniors and others with long-term disabilities are facing a crisis in both long-term care and prescription drug coverage. Budget projections for FY 2010 indicate that long-term care will cost Medicare about \$12.3 billion and Medicaid about \$36 billion. Legislation is critical to ensure the future solvency of the Medicare fund which serves more than 30 million elders (69 million by 2030) as well as those elders dependent on Medicare for all or part of their medical and long term care coverage. **The Broward County Board of County Commissioners supports** legislation which will ensure adequate funding of the Medicare program. Some Health Maintenance Organizations (HMOs) in Florida and across the country are restricting services, increasing co-payments, and imposing prescription drug caps on their insured members. Thousands of South Florida Medicare recipients rely upon daily prescription medication. **The Broward County Board of County Commissioners supports** inclusion of prescription drug coverage within the traditional Medicare framework. **The Broward County Board of County Commissioners also supports** permanent Medicare funding for medical immunosuppressant and other related drugs.

MENTAL HEALTH PARITY

Most insurance policies, including those owned by Floridians, restrict access to mental health services. Accordingly, many individuals are forced to rely on an underfunded and overburdened public mental health system often resulting in many persons going untreated. Untreated mental illness is associated with homelessness, unemployment, substance abuse, crime, jail overcrowding, and suicide. Treating an emergency or crisis without ongoing care is not cost effective or humane, and medication without appropriate rehabilitative services diminishes the likelihood of successful interventions. **The Broward County Board of County Commissioners supports** mental health parity that would require insurers to provide equivalent coverage for treatment of mental illnesses to that of physical illnesses. **The Board also supports** legislation to expand benefits to include adequate mental health coverage.

MICRO-ENTERPRISE

The Broward County Board of County Commissioners supports legislation to fund the New Market Tax Credit Program that assists local business expansions and business relocations to targeted areas. A White House initiative sought \$125 million to develop a Treasury Department fund that contributes to Community Development Funding Institutions (CDFIs), organizations supporting micro enterprise. Congress appropriated \$45 million for micro-enterprise loans up to \$25,000 to businesses with five or fewer workers. **The Broward County Board of County Commissioners supports** the funding of \$200 million for the New Market Venture Program (NMVP) under SBA that provides financial assistance, including grant awards for local entrepreneurs and small businesses located in urban and rural areas. The continuation of funding for the sole CDFI in Broward County is strongly supported.

MOVING COMPANIES - INTERSTATE

Prior to the Interstate Commerce Commission (ICC) Termination Act of 1995, interstate moving violations were sent to the ICC for resolution. Although the function of the former ICC was transferred to the Federal Highway Administration, the Act did not provide funds for dispute resolution between the mover and the consumer. **The Broward County Board of County Commissioners supports** the identification and adoption of a secure funding source for interstate regulation and enforcement. Additionally, **the Board supports** local and state governments being given the option of regulating and enforcing consumer protection for violations by interstate moving companies.

MUNICIPAL DEBT FINANCING ACT

Under existing law, municipal bond refinancing or refunding are permitted only once. **The Broward County Board of County Commissioners supports** pending legislation which will assist local governments in financing capital investments at the lowest possible cost.

ORGANIZATION OF AMERICAN STATES DIPLOMATIC MEETING

Hosting the Organization of American States, a high-level diplomatic meeting, at the Greater Fort Lauderdale/Broward County Convention Center has the potential to garner major national and international media coverage as well as focus attention on Broward County as a global business center. Foreign Ministers from more than 33 countries will be in attendance at the Broward County Convention Center, June 3-9, 2005, hosted by the United States Secretary of State. This marks the first time in 30 years that the United States has hosted this important hemispheric gathering of Foreign Ministers. Broward County is required to provide protection and entertainment for attending OAS heads of state and their families, as well as provide a safe and secure environment in and around the Broward County Convention Center plus other selected venues. This effort will require resources from Broward Aviation, Port Everglades Department, the Greater Fort Lauderdale Convention & Visitors Bureau, the Broward Sheriff's Office, Fort Lauderdale Police Department, Florida Department of Law Enforcement, US Coast Guard, Customs and Immigration and Transportation Security Administration.

The Broward County Board of County Commissioners supports efforts surrounding this event and encourages appropriate federal agencies to commit sufficient resources to ensure a safe and successful event.

OVERTIME PAY

The Broward County Board of County Commissioners opposes any legislation which precludes overtime pay for workers, erodes the 40 hour work week, or otherwise undermines overtime protections.

PAYDAY LOANS & PREDATORY LENDING

In 2001, the Florida Legislature passed legislation to limit finance charges allowable on payday loans. However, without changes in federal law, federally insured institutions may continue to charge high interest rates on payday loans. **The Broward County Board of County Commissioners supports** amending the Federal Deposit Insurance Act and the Truth in Lending Act to prohibit federally insured institutions from engaging in high cost payday loans. Predatory lenders target vulnerable people with equity in their homes. Predatory lenders underwrite the property without establishing the borrower's ability to repay the loan, charge extremely high points, origination fees, and "pack" other products into the loan. The financing of these fees greatly increases the balance of the loan and leaves the borrower with exorbitant monthly payments and may lead to the loss of the home. **The Broward County Board of County Commissioners supports** legislation to correct these abuses, including improved consumer disclosure, mortgage counseling, and the prohibition of harmful sales practices.

PORT EVERGLADES

Port Everglades is recognized as the 2nd largest cruise port in the world as well as the fastest growing containerized cargo business entity. It is a primary bulk cargo depot for South Florida, as well as the petroleum distribution point for 12 counties.

The Broward County Board of County Commissioners supports:

- **Federal funding for intermodal connectivity** projects at the port that enhance the regional movement of freight, goods and people.
- **Federal funding for equipment and technology** to implement the Port's security program, and for operations and maintenance related to federal security mandates.
- **Legislation to authorize local authorities to perform federal background checks** on employees or potential employees at the Port.
- **Permanent funding for Port Customs Inspectors** and additional resources for US Customs and Border Protection, US Citizen and Immigration Services and US Department of Agricultural Inspection Services to keep pace with growth in cargo and cruise activities.

The Broward County Board of County Commissioners supports federal funding for continued maintenance of Federal Navigation Channels, and **opposes** alternatives that would place an undue cost burden on ports or their clients.

REFUGEE SERVICES

The Broward County Board of County Commissioners supports the continued funding of all County grants received from the Office of Refugee Resettlement within the Department of Health and Human Services.

The Broward County Board of County Commissioners supports the reauthorization for the Targeted Assistance Discretionary Program to ensure the continuation of services for this at-risk community.

RYAN WHITE FUNDING

Broward County remains one of the highest HIV/AIDS populations in the United States. In FY 2003, the County received \$14.6 million in funding.

The Broward County Board of County Commissioners supports funding the FY06 request for \$17.1 million.

The Broward County Board of County Commissioners supports continuation of the Client Management System.

The Ryan White C.A.R.E. Act continues to be the primary funding mechanism for services related to people living with AIDS and HIV. Allocations for the Ryan White Care Act are based on the geographic

point where a person is diagnosed. Under current law, if a person diagnosed with HIV in one area of the country moves to a different area of the country, the allocation is not transferred to where the person moves, but remains at the point of diagnosis. This is commonly called the “hold harmless” provision.

The Broward County Board of County Commissioners supports the re-authorization of the Ryan White C.A.R.E Act, increased funding and the reevaluation and modification of the “hold harmless” provision.

SALES TAX REFORM

States, counties and cities are expected to lose more than \$20 billion in annual sales tax revenues by 2003, because remote sellers are not collecting sales and use taxes on Internet and mail order sales. Since sales taxes equal an average of 36% of state and local revenues, and much higher in some states, this loss of revenue will have a major impact on education and other state and local services. **The Broward County Board of County Commissioners supports** federal legislation that will authorize states to participate in an interstate sales tax compact and require remote sellers to collect existing state and local sales and use taxes. The legislation should require states to simplify their sales taxes as a condition for joining the interstate compact. States should be given flexibility in determining whether to collect actual state and local sales and use taxes. States should not be required to have a single state-wide sales tax rate.

SOUTHEAST FLORIDA CORAL REEF INITIATIVE

With guidance from the U.S. Coral Reef Task Force through NOAA, the Florida Department of Environmental Protection, the Florida Fish and Wildlife Conservation Commission (FWCC) have coordinated formation of an interagency strategy team for coral reef management and conservation. This strategy team is developing a local action plan to improve coordination of technical and financial support for conservation and management of coral reefs from Miami-Dade County northward to Hobe Sound in Martin County. Four workgroups, Awareness and Appreciation; Fishing, Diving, and Other Uses; Land-Based Sources of Pollution and Water Quality; and Maritime Industry and Coastal Construction Impacts, will outline issues and threats, present them at stakeholder workshops, combine information from public input and technical advisory committees, and propose projects to minimize harmful effects. The outcome will be a coordinated plan to address causes of coral degradation and provide a roadmap for successful conservation and management.

The Broward County Board of County Commissioners supports this effort and will continue to participate and support in developing the local action strategies for the conservation of this important resource.

SPINAL MUSCULAR ATROPHY

Spinal Muscular Atrophy (SMA) is the primary genetic killer of children under the age of two, and one of the most prevalent genetic disorders overall. Because of recent advances in SMA research, the National Institute of Neurological Disorders and Stroke (NINDS) is using SMA as the model for their translational model, which moves basic science into clinical trials. **The Broward County Board of County Commissioners supports** funding of \$10 million per year for the next five years in order to cure this debilitating and tragic disease.

STEM CELL RESEARCH

Embryonic stem cells stand as a crucial link to the scientific puzzle that may mitigate the pain and suffering of more than 100 million Americans and provide new therapies and other scientific opportunities for countless diseases such as diabetes, Alzheimer's, Parkinson's, ALS, heart disease, spinal cord injury and cancer. **The Broward County Board of County Commissioners supports** protecting and preserving continued federal funding of human embryonic stem cell research.

TEMPORARY ASSISTANCE FOR NEEDY FAMILIES

The Broward County Board of County Commissioners supports the reauthorization of the Temporary Assistance for Needy Families (TANF) Program and the Child Care Development Block Grant (CCDBG) Program.

REAUTHORIZATION OF THE TRANSPORTATION EQUITY ACT

The need for a regional transportation system and intergovernmental communication and coordination is essential to provide South Florida's residents with accessible and affordable public transportation. In order to facilitate that coordination, **The Broward County Board of County Commissioners supports** the reauthorization of and adequate funding for the Transportation Equity Act (TEA-21), along with the following specific policies:

- **Maximize the Return of Funding to Florida**
Historically, Florida, as a "donor" state, has received less than one dollar back for each dollar sent to the Highway Trust Fund. Although improvements were made in the last reauthorization, Florida still receives only 88 cents on each dollar. **The Broward County Board of County Commissioners supports** language in the reauthorization which will increase the rate of return to 95 percent on all funds distributed to the states.
- **Maximize the Return of Transit Funding to Florida**
Florida's rate of return is 77% on transit formula programs and 44% on the New Starts Program, combining for a current rate of return on the federal mass transit account of 67.5%. **The Broward County Board of County Commissioners supports** reauthorization measures that balance the rate of return to states, thereby assuring greater equity for the nation's fourth largest state, Florida.
- **Protect and Strengthen**
The Broward County Board of County Commissioners supports strengthening the Firewall and Revenue Aligned Budget Authority (RABA) provisions of TEA-21 to ensure that all revenues in the Highway Trust Fund are spent for transportation purposes.
- **Special Transportation Needs**
Maximum flexibility should be provided for funds in the reauthorization so that each state can address its own special needs.

- **Congestion Mitigation and Air Quality (CMAQ) Program**

Densely urbanized regions that have previously been designated air quality non-attainment areas under the one-hour ozone standard should continue receiving the same levels of air quality funding, retaining their maintenance area status in order to continue mitigating congestion effectively. Additionally, the operating assistance limitation should be extended to five years. Should the State of Florida become designated an attainment state, federal law should assure that similar levels of funding continue to be distributed to areas like Southeast Florida that were formerly designated nonattainment or maintenance.

- **Transportation Enhancement Program**

Over the past decade, the Transportation Enhancement Program, with the active participation of local governments, has complemented transportation infrastructure through enhancements such as landscape, streetscape, historic preservation, and bicycle/pedestrian facilities. The Program should be administered with, at a minimum, the same funding levels authorized by TEA-21 legislation.

- **Corridors and Borders**

The eligible uses of the Coordinated Border Infrastructure Program should be extended to both land-based and water-based international points of entry. Additionally, because Southeast Florida's Atlantic Commerce Corridor contains multiple water-based international points of entry, it should become eligible for this Program.

TELECOMMUNICATIONS AND PROPERTY RIGHTS

Currently, federal agencies that lease space for wireless towers must consult with local and state governments regarding zoning. The wireless industry is asking for an exemption which would eliminate federal or local agency authority to deny zoning for a wireless tower or antenna. In addition, Congress may exempt local zoning authority for digital television towers because significantly higher towers must be built. It is unknown if additional tower height can be added to existing towers, or if new towers will be located elsewhere.

The Broward County Board of County Commissioners supports: maintaining the local control over the siting of wireless service towers and antennas; maintaining local control over the zoning of digital television towers; and supports cable rate regulation legislation which will be more consumer friendly and may provide greater authority to local governments.

Current law mandates that land owners and developers exhaust local and state appeals in zoning matters before going to federal courts. Pending federal legislation would give property owners, businesses and developers easier access to federal courts regarding local planning and zoning decisions. The proposed legislation would limit the authority of local governments and zoning boards by allowing owners and developers expedited access to federal courts.

The Broward County Board of County Commissioners opposes legislation that would bypass, undermine, or in any way limit the authority of local governments regarding zoning.

WATER INFRASTRUCTURE

The Broward County Office of Environmental Services estimates that infrastructure replacement costs over the next twenty years will approach \$400 million. Each year the infrastructure comes under greater stress to meet the water and wastewater needs of the consuming public. The Water Infrastructure Network (WIN), a broad-based coalition of local, state and federal officials, state and federal environmental and health administrators, engineers and environmentalists working to improve water infrastructure nationwide, has estimated that a federal infrastructure funding gap of over \$250 billion will exist over the next 20 years.

The Broward County Board of County Commissioners supports legislation which will supplement current funding, which is insufficient to meet the needs for replacing aging infrastructure such as underground piping, lift stations, water storage facilities, and conversion from septic to sanitary sewer systems. **The Broward County Board of County Commissioners also supports** the efforts of the United States Environmental Protection Agency, American Water Works Association and the Association of Metropolitan Sewerage Agencies to persuade Congress to create and fund a clean water trust fund or other similar dedicated funding source for infrastructure replacement.

WATER TAXI FUNDING REQUEST

The Broward County Board of County Commissioners supports the efforts of the Water Taxi/Water Bus to provide for the continuation of state and federal funding to operate in Broward County.

WILD FIRE PREVENTION/PRESERVING NATURAL AREAS

Broward County recognizes that tree canopy is vital to the environment, economic and community health, and that trees provide additional cooling, reduce energy dependence, and improve air and water quality. Broward County has demonstrated its commitment by supporting and providing for local, state and federal programs that increase tree canopy. The terrible wildfires in the western states are partially a result of the need for brush clearing and tree thinning. **The Broward County Board of County Commissioners supports** legislative and regulatory efforts to better coordinate our Nation's patchwork of local forest management practices and reserve the remaining unspoiled places off limits to logging, mining and drilling interests. **The Broward County Board of County Commissioners opposes** any efforts to overturn the Roadless Conservation Rule adopted by the Forest Service. In addition, **the Broward County Board of County Commissioners opposes** the suspension of the National Environmental Protection Act (NEPA) laws which were passed in order to protect our environment. **The Broward County Board of County Commissioners supports** the protection of homes and communities from fire without sacrificing healthy forest ecosystems and without suspending important legal and scientific safeguards for our nation's environments.

For further information about Broward County's Legislative Priorities, please contact us.

Broward County Mayor and Board of County Commissioners

Ilene Lieberman
954-357-7001

Kristin D. Jacobs, Mayor
954-357-7002

Ben Graber, Vice Mayor
954-357-7003

James A. Scott
954-357-7004

Lois Wexler
954-357-7005

Sue Gunzburger
954-357-7006

John E. Rodstrom, Jr.
954-357-7007

Diana Wasserman-Rubin
954-357-7008

Josephus Eggelletion, Jr.
954-357-7009

Roger Desjarlais, County Administrator
954-357-7362

**Pamela Madison, Director,
Office of Public and Governmental Relations**
954-357-7357

**Pamela Landi, Senior Legislative Coordinator,
Office of Public and Governmental Relations**
954-357-7577
954-253-7320 (Cell phone)



OFFICE OF PUBLIC & GOVERNMENTAL RELATIONS

**115 South Andrews Avenue, Room 406
Fort Lauderdale, Florida 33301
954-357-7575**

www.broward.org/publicandgovernmental

This public document was promulgated at a cost of \$151.66 or \$2.022 per copy,
to inform the public about the 2005 Federal Legislative Program.