



BOARD OF COUNTY COMMISSIONERS

2015 FEDERAL LEGISLATIVE PROGRAM

114th Congress
1st Session



BOARD OF COUNTY COMMISSIONERS



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The Federal Legislative Program represents the Board’s Mission, Vision, and Goals. The Program is comprised of three areas: the Fundamental Principles, which are the general guiding policy positions of the Board; the Appropriations Requests, which are specific projects requesting federal funding; and the Legislative Proposals, which are legislative issues the Board supports or opposes. The Program is created annually and directs federal advocacy before Congress, the Administration, and federal agencies.

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FUNDAMENTAL PRINCIPLES

UNLIMITED ECONOMIC OPPORTUNITIES

Broward County government encourages economic development, high wage/high skilled employment, and business opportunities. The Board supports policies to enhance economic development utilizing various tools to induce business expansion, new capital investment, and job creation. The Board supports efforts to provide funds to local governments for public projects designed to boost employment and update infrastructure.

The Board supports legislation that promotes and enhances the growth of foreign direct investment, trade, and tourism as facilitated by its Office of Economic and Small Business Development, Convention & Visitors Bureau, Port Everglades, and Fort Lauderdale-Hollywood International Airport. The Board also supports programs and efforts providing credit and capital formation for small and emerging businesses, the expansion and creation of enterprise zones, and commercial revitalization projects that help to enhance redevelopment in all distressed areas of the County. The Board opposes legislation that results in disadvantages for economic development, tourism, seaports, aviation, and transportation, specifically, if such legislation impedes the County's ability to make competitive business decisions.

A PRISTINE, HEALTHY ENVIRONMENT

The Board recognizes the value of strong policies and programs to protect the nation's environment, specifically the role of key federal agencies that implement national environmental policy. The Board opposes efforts that would undermine core government functions which protect public health and the environment. Broward County is a vibrant, healthy community with abundant open and accessible space distributed throughout the County. Broward County residents and visitors enjoy pristine water bodies, clean air, and healthy beaches. The Board supports the role of federal agencies to implement provisions of the Clean Air Act, the Clean Water Act, and other laws intended to protect the health and safety of the environment. Further, the Board strongly encourages the Federal government to take the lead on comprehensive climate and resiliency planning to protect the planet for future generations.

EFFICIENT AND ACCESSIBLE REGIONAL INTERMODAL TRANSPORTATION NETWORK

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. The Board supports funding for operations and capital of a sustainable transportation system that addresses livable communities while providing a comprehensive regional network from seaport, airport, mass transit, rail, roadways, and bicycle/pedestrian facilities. The Board supports policies that encourage the use of public transportation. The Board supports maximizing the return of transportation funding to Florida. For years, Florida has been a "donor" state which generates more transportation taxes than received from the federal government. The

Board supports strengthening the Firewall and Revenue Aligned Budget Authority (RABA) provision to ensure that all revenues in the Highway Trust Fund are spent for transportation purposes. The Board opposes legislation that permits funds paid by users into the Highway Trust Fund to be used for any other purpose than to improve the nation’s transportation system.

FISCALLY SUSTAINABLE AND TRANSPARENT GOVERNMENT

Broward County believes that the government closest to the people is the appropriate avenue to serve the needs and requirements of the community. The Board supports home rule power to implement solutions to local problems and opposes any federal legislative actions that apply unfunded mandates on local government. Broward County is committed to delivering quality services to its community at the lowest possible cost, generating the greatest possible return. Broward County urges Congress and the Administration to establish a sustainable path forward for the country and encourage a balanced approach to addressing spending adjustments, sequestration, and deficit reduction.

The Board supports federal civil rights laws that protect persons against discrimination on the basis of race, color, religion, sex, national origin, age, sexual orientation, gender identity or gender expression, disability, and familial status.

SOCIAL SAFETY NET: AN ACCESSIBLE COLLABORATIVE APPROACH TO HEALTH AND HUMAN SERVICES

Broward County recognizes the importance of providing basic human services to protect and assist residents in need and serve the community. Broward County provides funding to directly deliver medical assistance, mental health and substance abuse services, and aging services. The Board supports local involvement in the formulation and implementation of policies that protect the health, mental health, safety and welfare of Florida’s residents. The Board supports equity and adequacy of funding for human services and opposes any funding reductions in the areas of health, mental health, and human services in order to meet the increasing demand.

A COMMUNITY WITH ACCESSIBLE, VIBRANT ARTS AND CULTURE, RECREATION AND LEARNING OPPORTUNITIES

The federal government should 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 Board supports funding cultural arts programs. Broward County has more than 1.8 million residents, 11.1 million visitors, 10,000 artists, 7,773 arts-related businesses employing 26,755 people, 575 not-for-profit cultural organizations and 31 cities, some of which operate their own arts councils and public art programs.

A SUSTAINABLE, CREATIVE APPROACH TO COMMUNITY REDEVELOPMENT AND AFFORDABLE HOUSING

Broward County is a desirable community where people can live, work, and play with abundant amenities and infrastructure to accommodate residents and visitors. The County's diverse communities enjoy a tropical climate, beautiful beaches, and green space, as well as cultural, recreational, and economic opportunities. The community is comprised of a broad array of attractive, interconnected neighborhoods offering a variety of affordable housing for ownership or rental. The Board supports a regional approach to growth and redevelopment through coordination and collaboration at the federal, state, county, and municipal levels. The Board further encourages the federal government to strengthen stakeholder partnerships to increase the availability of affordable housing options, such as purchase and rental of single-family and multifamily homes.

FUNDING REQUESTS

ENERGY & WATER

| | |
|---|------------------|
| Beach Nourishment | \$1.2 Million |
| Southport Dredging Reimbursement..... | \$4.7623 Million |
| U.S. Army Corps of Engineers (USACE) Deepening and Widening Program | \$2.8 Million |
| Storm Wind/Surge Resistant Ports Microwave Water Level Station | \$150,000 |

LABOR/HHS/EDUCATION

| | |
|--|--------------|
| Broward Addiction Recovery Center (BARC) | \$ 1 Million |
| Nancy J. Cotterman Center (NJCC)..... | \$ 275,000 |
| Childcare Licensing & Enforcement Pilot..... | \$ 328,400 |

HOMELAND SECURITY

| | |
|---|---------------|
| Public Safety Emergency Communications..... | \$3.7 Million |
| Radiation Portal Monitors..... | \$1.5 Million |

TRANSPORTATION/HUD

| | |
|---|---------------|
| Electric Buses | \$7.4 Million |
| Copans Renovation | \$20 Million |
| 3rd Operational Facility..... | \$58 Million |
| Downtown Multi Modal Transit Facility Project | \$5 Million |
| Transit Technology Enhancement Projects | \$14 Million |
| Transit Oriented Development-Park and Ride Lots | \$6 Million |
| School Zone Safety Enhancement Projects | \$4 Million |
| Traffic and Safety Improvement Projects | \$15 Million |

ENERGY & WATER

BEACH NOURISHMENT

Broward County is requesting \$1.2 million for the planning, engineering, and design for the Segment III Shore Protection project, which is scheduled to occur in mid-2015. The County is not requesting reimbursement for FY15. The County received the balance of outstanding funds for the Segment III Shore Protection project in FY14.

SOUTHPORT DREDGING REIMBURSEMENT

Broward County is requesting \$4.763 million from the FY15 Energy and Water appropriations bill from within the USACE Construction General account to reimburse Port Everglades for the federal share of costs associated with the previous widening and deepening of the Southport Access Channel (1985) and Turning Notch (1990).

DEEPENING AND WIDENING PROGRAM

Broward County is seeking \$2.8 million from the USACE for the Pre-Construction Engineering & Design of the Port Everglades deepening and widening program. Broward County is scheduled to begin this process in 2015. The U.S. Army Corps of Engineers has provided detailed information to the Port which necessitates extensive survey information that will be required based on the revised impacts/mitigation plan.

STORM WIND/SURGE RESISTANT PORTS MICROWAVE WATER LEVEL STATION

Broward County is seeking \$150,000 to install and operate a new water level monitoring station at Port Everglades. This new microwave radar technology observatory station would contribute data to the National Water Level Observation Network (NWLON). The National Oceanic and Atmospheric Administration (NOAA) National Ocean Service (NOS) Center for Operational Oceanographic Products and Services (CO-OPS) supports those who depend upon water level measurements via maintaining the NWLON. NWLON provides long-term water level monitoring of coastal locations that are affected by varying combinations of meteorological and oceanographic conditions using data collected by over 200 observatories throughout the U.S. coastal regions, including the Great Lakes and Pacific and Caribbean island territories. NWLON data also supports real-time decisions by port pilots and other commercial mariners which improves navigation safety.

LABOR/HHS/EDUCATION

BROWARD ADDICTION RECOVERY CENTER

Broward County is requesting \$1 million to build a new Addiction Recovery Center in central Broward County. The Broward Addiction Recovery Center (BARC) is the primary provider of detoxification services in the County and the only option for court-ordered clients.

NANCY J. COTTERMAN CENTER (NJCC)

Broward County is requesting \$275,000 to expand the understanding of sexual assault and child abuse, through an evidence-based social marketing campaign. The campaign will target Broward County's culturally diverse populations, focusing on youth through a collaborative partnership with the school system, while also seeking to penetrate historically hard-to-reach groups.

CHILDCARE LICENSING AND ENFORCEMENT

Broward County is requesting \$328,400 to pilot a two-year program to assess, license, and regulate summer programs for children over the age of five. Florida is not one of the 46 states that require licensing of summer camps. Considering Broward County has the sixth largest school district in the nation with over 110,000 school aged children in grades K-5 in public and charter schools, the lack of health and safety regulations for summer programs is a significant concern. The pilot program will assess summer programs, issue a time limited license, and monitor compliance. The results and impact of the pilot program will be evaluated to determine effectiveness and necessity of a licensing requirement for summer programs.

HOMELAND SECURITY

PUBLIC SAFETY EMERGENCY COMMUNICATIONS

Broward County is requesting \$3.7 million to refresh a critical element of the countywide trunked radio system. The radio system functions as an emergency communications hub for more than 25,000 police, fire rescue, local government users, and 1,400 school buses.

In addition to ensuring on-going support, the microwave system replacement is essential to the County's migration strategy that will, over the next several years, transition the radio system from the current 800 MHz system to an all-digital 700 MHz P-25 radio platform. While there is sufficient spare equipment to allow for continued support in the near-term, funding this project will mitigate the inherent risk associated with "best effort" support, ensure current system continuity of operations, and enable the County to move toward a fiscally responsible system migration.

RADIATION PORTAL MONITORS

Broward County is seeking a \$1.5 million reimbursement for costs incurred to design and construct U.S. Customs Border Protection (CBP) radiation portal monitors for Port Everglades at the international cargo entrance to the Intermodal Transfer Container Facility which is presently under construction.

TRANSPORTATION/HUD

ELECTRIC BUSES

Broward County is requesting \$6 million to purchase six electric buses, and \$1.4 million for two charging stations. The total cost for the purchase is \$7.4 million.

COPANS RENOVATION

Broward County is requesting \$20 million for redevelopment of the Copans facility to include a joint control room for bus and rail operations and enhancing operations for alternative fuel vehicles.

3rd OPERATIONAL FACILITY

Broward County is requesting \$58 million for acquisition and building of a third facility/garage outlined in the Transportation Development Plan (TDP). The new facility would also include a joint control room for bus and rail operations with accommodations for alternative fuel vehicles.

DOWNTOWN MULTI MODAL TRANSIT FACILITY PROJECT

Broward County Transportation Department (BCT) is requesting an investment of \$5 million to spearhead a proposed public/private partnership transportation project. The project will redevelop the County's current downtown transit facility (Broward Boulevard Terminal) into a modern intermodal hub allowing inter-connectivity between various modes of transportation.

TRANSIT TECHNOLOGY ENHANCEMENT PROJECTS

Broward County is requesting \$14 million for the procurement, installation and integration of various technology programs to enhance and improve operations. A fiber optics system would be the most vital aspect. The fiber optics system would improve customer service, transit operational efficiency, and safety. The fiber optics project will include: a Traffic Signal Priority (TSP) system to facilitate the movement of public transit vehicles, including trains, along heavily congested traffic corridors, installation of a Real Time Information System to provide riders with ADA accessible transit information about the next bus and next train arrival time based on the vehicle's location and conditions in the transit corridor and the purchase and installation of an internet protocol video system (IPV) that views and records events on all rail and transit platforms and traffic intersections.

Additional enhancements include funding for software acquisition for mobile ticketing/fare interoperability program, injury notification program, and a Cisco Overlay Transport Virtuality (OTV) network configuration program.

TRANSIT ORIENTED DEVELOPMENT – PARK AND RIDE LOTS

Broward County is requesting \$6 million to develop geographically-dispersed park and ride lots along the County’s regional transit corridors. Funding will be used for property acquisition and developing/renovating existing property to accommodate park and ride use. Park and ride lots will be developed along BCT’s most heavily travelled corridors and will promote transit usage with commuters.

SCHOOL ZONE SAFETY ENHANCEMENT PROJECTS

Broward County is requesting \$4 million over three years to fund the installation of traffic/pedestrian safety infrastructure for the County’s School Zone Safety Enhancement Program. Broward County has one of the largest school speed zone safety programs in the country operated by a single agency, with more than 970 school zone flasher locations.

TRAFFIC AND SAFETY IMPROVEMENT PROJECTS

Broward County is requesting a multiyear investment of \$15 million to reduce traffic congestion and improve safety at heavily traveled intersections. These improvement projects will include addition of turn lanes, through lanes and queue jumpers for buses; installation of pedestrian countdown timers; conversion of existing span wires to hurricane-resistant structures; and improvement to intersection geometrics.

LEGISLATIVE PROPOSALS

UNLIMITED ECONOMIC OPPORTUNITIES

AVIATION

As part of a regional transportation system, Broward County's Fort Lauderdale-Hollywood International Airport (FLL) is an economic engine that creates and promotes commerce and industry. FLL serves the air travel needs of Broward, Miami-Dade and Palm Beach counties. In 2014, the airport handled more than 24 million passengers and created more than \$13 billion in economic impact, as well as more than 139,000 jobs. The Board supports continued and increased federal funding for FLL. Funding will provide capital for expansion, maintenance, and security improvements, all vital for travel and trade to the South Florida area. The Board supports legislation that promotes airports and opposes legislation which could be detrimental to aviation interests with the following legislative proposals:

- Increase the Passenger Facility Charges (PFCs) that can be charged by an airport to fund development up to \$8.50.
- Maintain long-term funding for the Airport Improvement Program (AIP) to support airports' infrastructure development at a level no less than the current \$3.35 billion.
- Oppose the removal of federal funding for contract air traffic control towers.
- Expand service hours and additional staffing for United States Customs and Border Protection (CBP) to meet expanding needs and reduce wait times. The service hours of the CBP facility at FLL need to be expanded to 24 hours per day, 7 days a week to support the continued growth of international operations. In 2014, the number of international passengers increased by 26% as compared to the previous year. Additionally, the opening of the Federal Inspection Services (FIS) Facility in Terminal 1/Concourse A in FY 2017 will require funding to be identified for its staffing.
- Support the approval of a permanent exemption to the Alternative Minimum Tax (AMT) relative to Private Activity Bonds to facilitate airports' ability to bond projects.

PORT EVERGLADES

The value and magnitude of commerce that passes through Port Everglades is a tribute to our port's resources, terminals, wharves, roadways, equipment, real estate, and how they are maintained and managed. In 2014 Port Everglades was the second busiest cruise port in the world, and one of the busiest containerized cargo ports in the United States. It is also a primary bulk cargo depot for South Florida, as well as the petroleum distribution point for 12 counties and provides jet fuel

for three international airports. There is significant private-sector investment at Port Everglades including port services such as equipment and labor, warehousing, pilotage, towage, trucking, and on-port rail.

The Broward County Board of County Commissioners supports:

- Federal investments in seaports as an essential, effective utilization of limited resources, paying dividends through increased trade and commerce, long-term job creation, secure borders, military support and environmental stewardship.
- An expedient delivery of a signed Chief of Engineers' Report by the U.S. Army Corps of Engineers (USACE) and Congressional authorization of the Port Everglades Deepening & Widening project.
- The provision of funding for Port Everglades to complete the pre-construction, engineering and design (PED) phase needed to begin construction of the Port Everglades Deepening & Widening project as recommended in the Chief of Engineers' Report, and be eligible for reimbursement or credit for costs incurred in that phase as outlined in the Water Resources Reform and Development Act of 2013 (WRRDA, H.R. 3080).
- Revising the federal cost-sharing formula for navigation improvement, construction and maintenance projects to reflect the growing size of general cargo vessels and their corresponding navigation channel needs. The minimum channel depth should be increased as the current 45 feet threshold does not meet the needs of the size of the current world ship fleet.
- Increased staffing levels and permanent funding for U.S. Customs and Border Protection (CBP) to meet the needs of ports of entry (POE). Port Everglades and Broward County's Fort Lauderdale-Hollywood International Airport are chronically understaffed by the CBP. Alternative public/private funding strategies to increase revenue sources supporting overtime staffing should not be the long term solution to this situation. CBP provided staffing must match the infrastructure expansions supporting the major growth in cargo and travel/cruise activities at Port Everglades due to larger vessels and at Broward County's Fort Lauderdale-Hollywood International Airport which has added carriers and flights to meet business travel and vacation travel demands.
- Full funding for expanded, additional, relocated and replaced federally mandated Radiation Portal Monitors (RPMs). Cargo containers represent a massive area of concern in terms of homeland security and vulnerability. The life cycle of many of these RPMs is coming to an end (2015) at the same time Port Everglades is experiencing an increase in global trade. The U.S. Department of Homeland Security (DHS), not individual ports, must assess budget needs and secure the full funding for replacement, installation and maintenance of RPMs. Implementing the Congressionally mandated 100 percent inspection of these containers is an enormous task without Congress providing the required federal funding need for the entire cost.

- Funding and construction of a United States Department of Agriculture (USDA) Plant Inspection Station at Port Everglades. While the volume of plant imports at Port Everglades exceeds that of Port Miami, the “local” station is in Miami. Port Everglades needs a local Plant Inspection Station to handle current volumes and anticipated increased volumes expediently. The USDA Deputy Administrator has stated that current staffing levels are adequate to support a Plant Inspection Station at Port Everglades.
- A strategic, all-inclusive freight policy that provides for the reliable, efficient, and safe movement of goods, and expands the definition of the national freight network to include rail, navigable waterways, inland ports, seaports, freight intermodal connectors, airports, and road transportation systems. Such a policy will establish a modern freight policy, with applicable, reliable funding resources to ensure U.S. global competitiveness. With freight volumes expected to more than double by 2040 to nearly \$40 trillion annually, it is imperative that our nation continues to design freight policy, strategy and funding to ensure America’s international competitiveness and create jobs.
- Harbor Maintenance Tax (HMT) funding in the FY 2016 Energy and Water Development Appropriation must meet the WRRDA target for jobs and economic growth to ensure U.S. competitiveness in world trade. The U.S. needs fully maintained navigation channels for safe and efficient freight transportation within the global marketplace which will result in national economic growth and increased skilled craft level jobs throughout the U.S.
- Expanded USDA authorization for cold-treatment import of fresh produce into the State of Florida. According to preliminary unaudited FY 2014 statistics, more than 1 million 20-foot equivalent units — the standard measurement for cargo containers — moved through Port Everglades, nearly evenly split between imports and exports. A continually increasing portion of the import units were filled with fresh produce, primarily from Central America and South America. By entering the Florida market directly, thousands of transit/logistics dollars are saved per container and thousands of trucks are removed from the highways. These savings are passed on to the Florida consumer.
- Continued authorization and appropriation of Homeland Security measures authorized by Congress and implemented by the Administration to help strengthen the Nation against risks associated with acts of terrorism and other catastrophic events. This includes permanent reauthorization of the Terrorism Risk Insurance Act (TRIA) and full funding for the Port Security Grant Program (PSGP) providing for transportation infrastructure security initiatives required to provide port security services.
- Cost-share requirements for FEMA Port Security Grant Programs must be permanently eliminated, as it is a significant economic disincentive to make security enhancements and implement regional maritime security plans.

- Continued blockage of any attempt to move port security grants to the states as advocated by the National Preparedness Grant Program (NPGP). The FEMA Port Security Grant program must remain a stand-alone program. Port Security is a federal responsibility; we hold firm opposition to moving grants to the State. Port security grants should remain at the federal level.
- Reauthorizing and increasing The Diesel Emissions Reduction Act (DERA) grants to eligible entities for projects that reduce emissions from existing diesel engines beyond FY 2016.
- On-going long-term federal funding for innovative, job-creating and quality of life-enhancing transportation projects such as those supported by the U.S. Department of Transportation's TIGER (Transportation Investment Generating Economic Recovery) discretionary grants.
- Exploration of federal programs to promote LNG as a marine transportation fuel throughout the United States. As appreciation grows for the environmental, economic and energy security benefits offered by LNG, explore the regulatory structures required to support continued LNG-fueled vessel development and operations.
- Locating Transport Worker Identification Card (TWIC) enrollment centers inside the Port jurisdiction area. After December 31, 2014 current TWIC holders will no longer be able to obtain a replacement card via online extension of the expiration date of their current TWIC by three years. For over 20,000 Port Everglades TWIC cardholder/customers this will mean a visit in the coming months to a TSA designated center. Further we support the continuation of having TWIC cards mailed directly to an applicant's home, or other location, instead of requiring them to return to an enrollment center to pick up their card.
- NEI/NEXT which builds on the success of the National Export Initiative (NEI) and focuses on improving data, providing information on specific export opportunities, working more closely with financing organizations and service providers, and partnering with states and communities to empower local export efforts. NEI/NEXT will help more U.S. companies to begin exporting and will assist companies already exporting to increase their sales to more overseas markets.
- Continuing to lead the world in negotiating high-standard trade agreements that give U.S. exporters access to billions of customers beyond our borders.
- Passage of the Vessel Incidental Discharge Act which will establish uniform federal standards to regulate ballast water and other vessel discharges and makes U.S. Coast Guard the lead agency and extends deadlines for new standards.

FREE TRADE AGREEMENT OF THE AMERICAS

Support the establishment of a Free Trade Agreement of the Americas (FTAA) along with the relocation of the Permanent Secretary of the FTAA to Miami.

A PRISTINE, HEALTHY ENVIRONMENT

EVERGLADES

Support legislation to authorize the Central Everglades Planning Project.

Support funding for Everglades restoration projects, especially the Broward County Water Preserve Areas.

Support legislation to expedite projects related to the Comprehensive Everglades Restoration Plan.

Support passage of a Water Resources Reform and Development Act in the 114th Congress, restoring the previous biennial pattern.

HERBERT HOOVER DIKE

Support continued federal funding for the complete repair and protection of the Herbert Hoover Dike and any and all actions to expedite full rehabilitation of the Herbert Hoover Dike.

BEACH NOURISHMENT

Support lifting the statutory restrictions on the use of federal funds for the acquisition of Bahamian or other non-domestic sand for beach nourishment.

Support beach-related reimbursement and direct funding, in recognition of the high value of beaches and the need to replenish beaches when necessary, particularly in the context of adaptation to accelerated rates of sea level rise and climate disruptions.

Support efforts to streamline and simplify the regulatory requirements that stem from overlapping jurisdictions of federal agencies in the coastal zone.

Support efforts to apportion costs among the federal government and other beach nourishment project participants consistent with the actual economic and environmental benefits that beaches provide to those participants.

Support the Sand Bypass Project at Port Everglades, and expediting the necessary federal permits and federal fiscal contributions for the construction and operation of the project.

ENERGY AND CLIMATE POLICY

Oppose any efforts to block implementation of President Obama's Climate Action Plan, including the EPA Clean Power Plan requiring carbon emissions reductions from existing power plants.

Support legislation, funding, and administrative action to support implementation of the Recommendations of the President's State, Local, and Tribal Leaders Task Force on Climate Preparedness and Resilience.

Support federal policies and actions which advance greenhouse gas emission reductions, climate adaptation activities, energy efficiency measures, and diversification of energy sources, particularly efforts by federal agencies which provide local communities with resources and tools to promote greenhouse gas reductions, adaptation efforts, and an efficient, clean energy economy at the local level.

Support federal policies that promote a more resilient electrical grid and distributed generation of electricity from diverse sources, including solar, wind, and other renewables.

Support federal efforts to reduce the total demand for energy through energy efficiency, which reduces costs for consumers and the need for new power plants.

Support the establishment of a revenue-neutral carbon tax as part of any tax reform efforts considered by Congress to promote energy efficiency and the transition to clean energy sources.

Support S. 128, the bipartisan energy efficiency bill sponsored by Senators Rob Portman and Jeanne Shaheen, or similar legislation.

Support funding for the Energy Efficiency and Conservation Block Grant Program, adjustments to the formula for establishing eligibility, and expansion of the program to assist local governments with regional authority to develop and implement regionally coordinated initiatives.

Support funding for the U.S. Department of Energy to fund programs such as the Clean Cities Program and Sunshot Initiative, and making such funds available to local governments.

Support funding criteria for Clean Cities Coalitions which includes a formula based on the population of the Coalition's geographic area.

Support funding for the U.S. Environmental Protection Agency (EPA) to fund programs such as the Climate Showcase Communities Grant Program, Sustainable Skyline Grant Program, and Southeast Diesel Collaborative, and making such funds available to local governments.

Support legislation to establish a program to increase resiliency or adaptability of water systems to changes to the hydrologic conditions of a region due to the impacts of climate change.

Support full funding for the National Oceanographic and Atmospheric Administration (NOAA) Climate Program Office and other agencies involved in the critical advancement of climate science critical to informing decisions regarding energy and infrastructure investments, natural resource management, climate adaptation, and resilience.

Support the finalization of guidance for federal agencies on how to consider greenhouse gas emissions and the impacts of climate change in their National Environmental Policy Act (NEPA) analyses, as well as final guidance on conducting programmatic NEPA reviews.

AIR QUALITY

Support full funding for EPA Section 103 (Particulate Matter) and Section 105 (Air Pollution Control) grants, which support Broward County's air quality programs.

OIL DRILLING

Oppose activities, such as oil exploration and hydraulic fracturing in Florida, which present

potential for negative environmental consequences to coastal areas, the Everglades, or state water resources.

Support preservation of the longstanding moratorium against offshore oil and gas drilling in federal waters off Florida's coast.

WATER

Support the Waters of the United States rule proposed by the US EPA and oppose any efforts to weaken it or defund its implementation.

Support efforts by Florida Area Coastal Environmental Initiative (FACE) stakeholders, including Broward County, Florida DEP, NOAA, and others, to investigate the sources and relative contributions of various nutrient inputs to the coastal waters.

Support implementation of a long-term coastal water monitoring program for the southeast Florida region by federal and state agencies.

OCEANS

Support the National Ocean Policy and coastal marine spatial planning for supporting the diverse uses and long-term sustainability of the nation's coastal and marine resources.

Support the installation of a federal tide gauge in Broward County.

Support funding for the Department of Defense's Civil-Military Innovative Readiness Training (IRT) program to support tire removal efforts off the Broward County coast.

Support the interagency and stakeholder strategy team for coral reef management and conservation led by the NOAA, the Florida Department of Environmental Protection, the Florida Fish and Wildlife Conservation Commission (FWCC) and Broward County, and support the implementation of the local action plan to improve coordination of technical and financial support for conservation and management of coral reefs from Miami-Dade County northward to the St. Lucie Inlet in Martin County.

Support funding for the John H. Prescott Marine Mammal Rescue Assistance Grant Program, which funds grants and cooperative agreements to members of the national network of organizations for the recovery and treatment of stranded marine mammals, the study of stranding incidents, and related facility, operations, and staffing expenses, in the historic amount of \$4 million annually (or more).

SOUTHEAST FLORIDA REGIONAL CLIMATE CHANGE COMPACT COUNTIES 2015 FEDERAL ENERGY AND CLIMATE LEGISLATIVE PROGRAM

For the purpose of continued regional collaboration and joint advocacy with the Regional Climate Change Compact Counties of Broward, Palm Beach, Miami-Dade, and Monroe, the Board affirms support for the Southeast Florida Regional Climate Change Compact Counties 2015 Federal Energy and Climate Legislative Program:

Infrastructure Investments

Support federal legislation to create and fund a national infrastructure bank or other new infrastructure funding source to finance projects needed by state and local governments to adapt to climate impacts and address aging infrastructure. Emphasis should be placed on investments in water management, water supply, transportation, and other projects that make urban infrastructure more resilient to extreme weather events and rising sea levels.

Support legislation prioritizing non-structural, nature-based infrastructure investments, including dunes, wetlands, marshes, reefs, mangroves, and other natural features.

Support legislation that creates incentives for the consideration of climate impacts, including sea level rise, in federal aid for transportation, water, and other infrastructure projects.

Support the use of emissions reduction and climate adaptation performance measures and standards to evaluate infrastructure investments, including transportation and water projects.

Support federal programs that shift priorities toward public transit and non-motorized travel, including reinvestment in existing infrastructure and communities, support for public transportation and transit-oriented development, and congestion management strategies other than new road building.

Adaptation and Resilience

Support specific recognition in federal legislation of land use designations made by local governments for the purposes of building community resilience, such as the Adaptation Action Areas (AAAs) defined in Chapter 163, Florida Statutes, and the development of regulations that give priority consideration to local land use designations for climate-resilient investments.

Support multiagency initiatives like the Partnership for Sustainable Communities that provide federal grants, technical support, and other services to aid community planning for sustainability and climate adaptation.

Support reform of the Stafford Act to allow greater flexibility in disaster reconstruction efforts to ensure that properties and infrastructure are not merely rebuilt to their previous condition, but to higher, more resilient standards (where appropriate).

Support funding for weatherization programs to harden buildings against flooding and windstorm impacts.

Support continued funding for the Federal Emergency Management Administration's (FEMA) natural hazard mitigation programs to include mitigation for hazards associated with climate change impacts.

Support the continued eligibility of funding for activities to adapt to climate change and extreme weather events under the Federal-Aid and Federal Lands Highway programs, including vulnerability/risk assessments, highway project development, environmental review and design, construction of projects or features to protect existing assets, and evaluation of life cycle costs.

Climate and Energy Research

Support continued funding for the US Global Climate Change Research Program and the ongoing National Climate Assessments created by the US Global Change Research Act of 1990.

Support sufficient funding for weather- and climate-monitoring satellites to ensure that critical data needs continue to be met.

Support sufficient funding for the National Weather Service, National Hurricane Center, and other atmospheric and ocean research programs.

Support funding to downscale global and national climate models to regional and local levels and to develop reliable future climate and sea level rise scenarios for regional and local use.

Support funding for advanced energy research programs.

Energy and Emissions

Support federal legislation or administrative action that removes federal restrictions on Property Assessed Clean Energy programs and expands the list of eligible improvements to include weatherization measures.

Support reauthorization of and renewed funding for the Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG) Program.

Support continued funding for the US Department of Energy to support the Southeast Florida Clean Cities Coalition and funding for implementation of projects developed under Drive Electric Florida plan and the US 1 Corridor Pilot Project.

Support continued funding for the US Environmental Protection Agency to support the Southeast Diesel Collaborative and the National Clean Diesel Funding Assistance Program.

Oil Exploration and Drilling

Oppose oil exploration and drilling on federal lands in Florida, including the Everglades, and in federal waters on Florida's Outer Continental Shelf.

Support legislation or administrative action halting oil and gas exploration off the eastern seaboard of the United States.

Support legislation or administrative action restricting the use of seismic testing for offshore oil and gas exploration, which can severely impact marine animals.

Support revisions to the Oil Protection Act of 1990 or other laws to ensure that local governments may act as first responders to protect local communities and will be reimbursed for actions undertaken to protect their resources and restore damaged areas during oil spill events. The Oil Spill Liability Trust Fund is capable of addressing Spills of National Significance where there is not a financially viable or legally responsible "Responsible Party."

Everglades Restoration

Support continued focus on Everglades restoration as an essential component of protecting regional water resources and building regional climate resilience.

Support funding for authorized Everglades restoration projects and legislation authorizing the Central Everglades Planning Project (CEPP) and expediting other projects related to the Comprehensive Everglades Restoration Plan.

Tax and Fiscal Policies

Oppose reductions in funding for critically important conservation, public health, and environmental protection efforts that reduce carbon emissions, support climate preparedness, build resilience to extreme weather, and protect the nation's natural resources.

Support renewal of tax incentives for renewable energy, particularly the Solar Investment Tax Credit.

Support the elimination of federal subsidies for oil and gas production and the raising of royalties for oil and gas drilling on federal lands.

Support legislation allowing for Master Limited Partnerships—publicly-traded limited partnerships not subject to corporate income tax—for renewable energy businesses, just as they are already available for fossil fuel businesses.

Support renewal of the expired Section 179D of the Internal Revenue Code, which allows deductions for energy efficiency improvements in commercial buildings, and an increase in the per-square-foot value of the deduction from the previous value of \$1.80.

Support legislation that affirms equal treatment of pretax spending programs for transit and parking and makes future increases in the transit program maximums automatic (as the parking maximum increases already are).

Other

Support the Invasive Fish and Wildlife Prevention Act or similar legislation to better regulate importation of, and interstate commerce in, nonnative, potentially invasive species.

SOCIAL SAFETY NET: AN ACCESSIBLE COLLABORATIVE APPROACH TO HEALTH AND HUMAN SERVICES

CHILD CARE DEVELOPMENT FUND

Support increased funding for licensing and monitoring of child care facilities.

HIV HEALTH AND SUPPORT SERVICES

Support increased funding for HIV treatment and care.

Support revision of funding formula disparities and require the Centers of Disease Control and Prevention to revise HIV Reporting to adjust for migration of patients to another jurisdiction.

Furthermore, the Board supports:

- Expansion of federal programs which provide scholarships and financial assistance to students committing to medical careers in HIV/AIDS and promote specialization in communities designated Health Professional Shortage Areas.
- Increased funding for HIV related Respite Programs and loosening of eligibility criteria to ensure earlier access and availability of supportive services for caregivers.
- HIV testing of inmates upon incarceration in order to reduce the impact of transmission.
- Increased funding of the Ryan White Care Act.
- Continued funding for the AIDS Drug Assistance Program (ADAP) to ensure pharmaceutical Health Insurance Premium assistance access.
- Full funding of the Housing Opportunities for Persons with AIDS (HOPWA) program to meet the housing need for people living with HIV/AIDS.
- Full funding of the CDC's High Impact Prevention to geographical locations overburden with the HIV epidemic.
- Legislation which removes administrative and statutory barriers to obtaining prescription medications confronted by people living with HIV/AIDS; ensuring they are not forced to interrupt life-saving medications while learning to navigate the complex system of care.

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 requires counties to contribute financially to the Medicaid program, subsidizing the state's share, leaving counties vulnerable each year to potential cost shifts when there is a state budget deficit or shortfall. As the state seeks to implement the federal waiver to help provide predictability in the cost of the state's share for Medicaid, the Board supports legislation which:

- Increases the percentage the federal government reimburses states for Medicaid expenditures through the Federal Medical Assistance Percentages (FMAP), based on a sliding scale, so that states with lower personal incomes will have higher FMAPs.
- Allows the state to finance and promote the objectives of the Medicaid program without shifting additional costs to county government.

- Allows the use of 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.
- 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.
- 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.
- Maintains and preserves critical mandatory and optional services such as the Medically Needy program.
- Ensures Medicaid coverage for dual eligible clients (Medicare/Medicaid).
- Allows a Medicaid funding increase and expanded prescription coverage without any co-payments.
- Enables 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.
- Support Federal legislation and funding to reduce states’ long term share of cost and financing of Medicaid Expansion efforts. The Board also supports expanded drug formularies for beneficiaries and reduced co-pays.

MEDICARE

Support the elimination of the 24-month waiting period for individuals to access Medicare benefits after receiving a disability determination.

Support inclusion of prescription drug coverage within the traditional Medicare framework and permanent Medicare funding for medical immunosuppressant’s and other related drugs.

Support expanded Medicare coverage for home- and community-based care as a cost-effective and evidence-based alternative to nursing home care.

Support Medicare efficiencies, but not at the expense of compromising a beneficiary’s health.

SELF-SUFFICIENCY

Support increased levels of funding for the Community Services Block Grant, which supplies core funding for local agencies assisting the lowest income families in America. The Board opposes cuts to the Supplemental Nutrition Assistance Program (SNAP) and Temporary Assistance for Needy Families (TANF) program and supports increased funding of these programs as measures of providing assistance and stability to individuals and families while moving toward self-sufficiency.

HOMELESSNESS

Support the following ongoing federal homeless policies, programs and funding:

Increase funding via the Housing and Urban Development's (HUDs) McKinney-Vento Homeless Assistance Grants Program and Housing Choice Voucher Section 8 Programs. Support broadly standardizing the definition of homelessness for all McKinney-Vento Act funded programs.

- Increase funding levels for appropriations for Homeless Programs within the U.S. Departments of Health and Human Services, HUD, Justice, Veterans Affairs, Education, and Labor.
- Consistent with HEARTH Act Amendment priorities, support the federal "Ten Year Plan to End Chronic Homelessness Initiative" and "Opening Doors" plans through seeking \$1 billion in dedicated funding for the National Affordable Housing Trust for new permanent supportive housing.
- Support legislation to direct the Department of Justice to gather data on potential hate crimes against people experiencing homelessness, and to prosecute accordingly.
- Support legislation to expand funding for a range of supportive services to homeless persons to address issues such as mental health and substance abuse disorders and promote access to mainstream benefits.

STEM CELL RESEARCH

Support protecting and preserving continued federal funding of human embryonic stem cell research.

AUTISM

Support autism insurance coverage parity as a functional equivalent to other chronic medical conditions and therapies used to "treat" children diagnosed with an Autism Spectrum Disorder (ASD) would receive insurance coverage for rehabilitative approaches to the disease.

FUNCTIONAL NEEDS SUPPORT SERVICES

Support inclusive planning efforts to ensure disabled individuals are able to access the County's emergency management programs, services, and activities, including appropriate sheltering services.

IMMIGRATION REFORM

Support reforms to the current immigration system and create an expeditious but fair path to citizenship for all immigrants.

Support increased border security with defined metrics for success and ensure these measurements are de-coupled from the streamlining of the immigration system.

OLDER AMERICANS

Support reauthorization of the Older American's Act.

FISCALLY SUSTAINABLE AND TRANSPARENT GOVERNMENT

CIVIL RIGHTS

Support federal legislation prohibiting discrimination on the basis of gender identity, gender expression, and sexual orientation in employment, housing, and public accommodations.

CHILD CARE/EARNED INCOME TAX CREDIT

Support lowering the income threshold at which the Child Care Tax Credit is refundable.

Oppose any proposal to initiate a pre-certification process or any effort to increase requirements for qualification of the Earned Income Tax Credit.

TAX RELIEF

Oppose legislation that would compel the County to report the amount of real estate taxes paid to the IRS and to individual taxpayers.

Support federal legislation to permanently eliminate the AMT penalty on airport and seaport private activity bonds, and to permit the advance refunding of PABs issued for port-related infrastructure projects.

CONGRESSIONALLY-DIRECTED SPENDING

Support congressional directives that provide Administrative agencies with guidance on the needs of a particular congressional district or state.

DISASTER ASSISTANCE FOR INSURANCE DEDUCTIBLES

Support an amendment to the Stafford Act that directs FEMA to reimburse local governments for 100 percent deductible costs incurred for an insured facility damaged by multiple same-type disasters, regardless of the number of events.

FEDERAL COURTHOUSE

Support the retention of and funding for a new federal courthouse in Broward County.

EFFICIENT AND ACCESSIBLE REGIONAL INTERMODAL TRANSPORTATION NETWORK

SURFACE TRANSPORTATION REAUTHORIZATION

Broward County supports the passage of a long-term surface transportation reauthorization bill that includes the following:

- Funding beyond the current levels plus inflation. Additional investments must be made in order to sufficiently maintain and expand the national transportation system, as well as keep pace with technology, at a globally competitive level.
- Creation of a National Freight Program with dedicated funding.
- Robust growth of the federal public transportation program and continued funding for the Mass Transit Account from the Highway Trust Fund (HTF), thus preserving transit's long-term source of dedicated funding in order to maintain transit assets in a state of good repair, ensure stable funding for long-term capital investment projects, and meet the growing ridership demand.
- Further accelerated project delivery, without compromising environmental impacts.
- Restore the 10 percent set aside for Transportation Enhancements, as well as specific programs for Safe Route to Schools and retain Recreational Trails programs. These programs are imperative to a comprehensive transportation network that provides options to all people and should be funded; not unduly targeted as a false method for solving inadequacies in the HTF.
- Allow toll revenue credits to be used for paying back Transportation Infrastructure Finance and Innovation Act and be an eligible local match for competitive grants.
- Mechanics to reach full funding of the bill through congestion pricing practices. Broward County opposes diverting Outer Continental Shelf (OCS) revenues to the HTF without first preserving OCS revenues at the fully authorized level for their original purposes of state and local conservation efforts.
- A federally supported pilot program for Broward County or the state of Florida to explore non-traditional funding mechanisms that leverage federal funds with local dollars and devolve control for transportation dollars to the local level.

FREIGHT MOVEMENT

Support legislation to improve the efficiency, operation, and security of the national transportation system to move freight by leveraging investments and promoting partnerships that advance interstate and foreign commerce.

PUBLIC TRANSPORTATION

Support continued funding for the Mass Transit Account from Highway Trust Fund and flexibility in Federal Transit Administration funding so local transit providers may use no less than 10 percent (as allowed with ARRA funding) for operations.

Support full funding for the Downtown Transit Corridor (“The Wave”) and its joint sponsors: Broward County, the City of Fort Lauderdale, and the Downtown Development Authority (DDA).

A SUSTAINABLE, CREATIVE APPROACH TO COMMUNITY REDEVELOPMENT AND AFFORDABLE HOUSING

FORECLOSURE ASSISTANCE/AFFORDABLE HOUSING

Support federal efforts to expand affordable housing initiatives, including increased funding for the Section 8 Housing Program and overall Housing Authority resources. Support legislation to lift or increase the present 4 percent and 9 percent cap on Housing Tax Credits to provide a direct allocation of tax credit/bond resources to Local Housing Finance Authorities. Currently, the 9 percent tax credit model is the only process that effectively delivers new affordable multi-family units. Broward County has a deficiency of over 45,000 units that would be affordable to families at 60 percent of Area Median Income (AMI).

Support legislation that would maintain or increase current levels of the Community Development Block Grant Program (CDBG) and the Home Investment Partnership Program (HOME), which contribute to affordable housing infrastructure, public services and economic development for low to moderate income residents.

Support maintaining the homeowner federal income tax deductions.

Support fully funding the National Housing Trust Fund, which has been approved but not fully funded.

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

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