



FLORIDA PORTS COUNCIL

2022 Spring/Legislative Forum Meeting

February 2, 2022

Tallahassee – Hotel Indigo



Spring Board Meeting & Legislative Forum ITINERARY

Tuesday, February 1, 2022 –

Thursday, February 3, 2022

**Hotel Indigo
Tallahassee, Florida**

Tuesday, February 1, 2022

4:00 p.m. – 7:00 p.m.	Florida Ports Council Open House	<i>FPC Offices 502 E. Jefferson Street</i>
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Wednesday, February 2, 2022

8:00 a.m. – 9:30 a.m.	Breakfast	<i>Magnolia Hotel Indigo</i>
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9:30 a.m. – 11:30 a.m.	FSTED Meeting	<i>Cypress Hotel Indigo</i>
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11:30 a.m. – 1:00 p.m.	Luncheon	<i>Magnolia Hotel Indigo</i>
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Luncheon Sponsored by:



1:00 p.m. – 5:30 p.m.	FPC Board Meeting	<i>Cypress Hotel Indigo</i>
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Break Sponsored by:



6:00 p.m. – 7:30 p.m.	Legislative Reception <i>Transportation Provided</i>	<i>Governors Club Florida Ballroom</i>
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Reception Sponsored by:



7:30 p.m. – 9:30 p.m.	Dinner on your own	
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Thursday, February 3, 2022

8:00 a.m. – 9:00 a.m.	Port Director's Breakfast <i>(Port Directors Only)</i>	<i>R&R Eatery Private Room Hotel Indigo</i>
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8:00 a.m. – 9:00 a.m.	Breakfast – all others	<i>Magnolia Hotel Indigo</i>
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10:00 a.m. – 4:00 p.m.	Seaports Days at the Capitol <i>Transportation Provided</i>	<i>The 22nd Floor of the Capitol</i>
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Noon – 1:00 p.m.	Lunch	<i>The 22nd Floor of the Capitol</i>
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**Dress for all meetings is business attire*

For more information contact: Christy Gandy at (850) 222-8028
or christy.gandy@flaports.org





We would like to thank the following for sponsoring our meeting events:



Tab 1

Call to Order

Chairman's Welcome



2022 FPC SPRING/LEGISLATIVE FORUM BOARD MEETING

Wednesday, February 2 – 1:00 p.m.
Hotel Indigo Tallahassee

AGENDA

- 1. Call to Order and Chairman's Welcome**
- 2. Roll Call**
- 3. Port Director Opening Comments**
- 4. Governance and Membership**
- 5. Administration**
 - A. Approval of the Minutes: August 26, 2021 Annual Board Meeting
 - B. Budget Report -- FY 21/22 Financial Statements
 - C. President's Comments
 - D. Program Administration
 - i. FSTED
 - ii. FPFC
 - iii. SEMC
 - iv. Security Committee
 - E. Other Issues
 - i. TPM Reception February 28
 - ii. FPC Board Virtual Summer Meeting May/June 2022
 - iii. FPC/FSTED Annual Meeting August 30-September 1 in Key West
- 6. Communications/Marketing Update**
- 7. Legislative**
 - A. State
 - i. 2022 Legislative Session
 - a. Budget/Port Funding/Transportation Package
 - b. Port-Related:
Aerospace Commerce
Transportation Network Companies
State Transportation Trust Fund Spending

- Port Putnam
- c. Partner Issues
- d. Environmental

- ii. Miscellaneous

- B. Federal

- i. Initiatives

- a. Congressional LD Tour
 - b. FPC 2022 Washington DC Fly-In

- ii. Issues:

- a. Infrastructure Legislation/Funding
 - b. WRDA/HMTF/Port Investment
 - c. CBP
 - d. Miscellaneous

8. Partner Updates

9. Other Issues

- A. New Business
- B. Port Director Closing Comments

10. Adjournment

Tab 2

Roll Call



ROLL CALL

MEMBER:

DESIGNEE:

JOHN MURRAY, CANAVERAL

JONATHAN DANIELS, EVERGLADES

MIKE COLE, FERNANDINA

STAN PAYNE, FT. PIERCE

ERIC GREEN, JACKSONVILLE

DOUG BRADSHAW, KEY WEST

CARLOS BUQUERAS, MANATEE

HYDI WEBB, MIAMI

MANUEL ALMIRA, PALM BEACH

ALEX KING, PANAMA CITY

CLARK MERRITT, PENSACOLA

GUERRY MAGIDSON, PORT ST. JOE

DAVID WIRTH, ST. PETERSBURG

PAUL ANDERSON, TAMPA

Tab 3

Port Director Opening Comments

To Be Discussed

Tab 4

Governance and Membership

To Be Discussed

Tab 5

Administration

Tab 5A

Approval of the Minutes

August 26, 2021 Meeting



2021 Annual Florida Ports Council Board Meeting
Thursday, August 26, 2021, at 9:30 a.m.
Panama City Beach, Florida

MEETING MINUTES

1. **Call to Order and Chairman's Welcome:** Florida Ports Council Chairman and Port Director of Port Everglades, Jonathan Daniels, called the meeting to order at 9:30 a.m. ET.
2. **Roll Call:** Chairman Daniels recognized Christy Gandy, Vice President of Operations of the Florida Ports Council, to call roll. The members present were as follows:

Captain John Murray, Port Canaveral
Jonathan Daniels, Port Everglades
Mike Cole, Port of Fernandina
Stan Payne, Port of Ft. Pierce
Eric Green, JAXPORT
Carlos Buqueras, Port Manatee
Juan Kuryla, Port Miami
Michael Meekins for Manuel Almira, Port of Palm Beach
Alex King, Port of Panama City
Clark Merritt, Port of Pensacola
Guerry Magidson, Port of Port St. Joe
David Wirth, Port of St. Petersburg
Paul Anderson, Port Tampa Bay

3. **Board of Directors Vacancy Nominations/Election:** Chairman Daniels opened the floor for nominations for the new slate of Board of Directors Officers. Carlos Buqueras, Port Director of Port Manatee, nominated Jonathan Daniels to serve another term as Chair. Next there was a nomination from the floor for Vice Chairman to be Carlos Buqueras and the Treasurer/Secretary to be David Wirth, Port Director of Port St. Petersburg. After discussion, Chairman Daniels requested a motion for the approval of the 2022 Florida Ports Council Board of Directors Officers slate as proposed. A motion was made by Paul Anderson, seconded by Captain John Murray, and passed unanimously.
4. **President's Employment Agreement:** Chairman Daniels initiated the discussion on the president's employment agreement. After the review from the Board, they agreed to amend the current contract and raise Mike Rubin, President of the Florida Ports Council's salary to \$175,000 from the original \$150,000. Chairman Daniels requested a motion for the approval of the amendment made to the president's employment agreement as discussed to increase the salary. A motion was made by Carlos Buqueras, seconded by Captain John Murray, and passed unanimously.
5. **Port Director Opening Comments:** Individual ports provided their overview:

Port Canaveral – Captain John Murray gave the overview for Port Canaveral. Murray detailed that Port Canaveral was excited to see cruise lines start back up. Murray advised they have five vessels operating now and two more scheduled in the next few weeks, after being down for 17 months. Murray mentioned that cruising represents 30 percent of his ports' revenues. Murray said there has been changes made over the last few days by the Bahamian government; they enforced a mandate that everyone arriving at the Bahamian ports on ship, over 12 years old, must be vaccinated. Also, Murray said that their cargo is doing well, and airlines are running again, so jet fuel is starting to move more.

Port Manatee – Carlos Buqueras gave the overview for Port Manatee. Buqueras said that because of their port having no cruise vessels, business thankfully continued as usual. Port Manatee is having record growth in containers and is purchasing two more cranes. Buqueras advised that Port Manatee is starting their master plan and within the plan should have new opportunities to grow their borders, north and south. Also, Port Manatee is finishing their expansion for their container yard and looking ahead to invest in the future.

Port of Palm Beach – Michael Meekins gave the overview for Port of Palm Beach. Their port has cruises lined up and running, with a second cruise line to start on September 23. Meekins detailed that Palm Beach is almost back to pre-COVID numbers and some areas actually exceeding.

Port Tampa Bay – Ram Kancharla gave the overview for Port Tampa Bay. Kancharla detailed that Port Tampa Bay's business is growing very strongly, up 46 percent. He added that the number of distribution centers in the I-4 corridor are staggering, which lead to more container growth. Kancharla also mentioned the increased growth of perishable goods and that Port Tampa Bay built one representative warehouse and ready to build a second one. Port Tampa Bay's general cargo, like steel, lumber and any construction material has gone up double and triple digits. The financial results for Port Tampa Bay have been excellent, even with losing about 20% of cruise revenue, but because of the growth in other areas, it makes for a diversified portfolio.

Port of Pensacola – Clark Merritt gave the overview for the Port of Pensacola. Port Pensacola is up 23 percent from wind energy components with the local GE factory. Port Pensacola is importing cement from Brazil every three to five weeks, for the first time in almost 19 years. Merritt detailed that Port Pensacola is still repairing from Hurricane Michael's damage and is still in need of the relief dollars from FEMA. Although still repairing, they signed three long-term leases last year, including a hotel lease and two extensions to existing tenants. Between the leases and utilization of their warehouses, Port Pensacola is almost at full capacity.

JAXPORT – Eric Green yielded his time to his colleagues in place of an overview of JAXPORT.

Port of Port St. Joe – Guerry Magidson gave the overview for Port of Port St. Joe. Magidson said that for the first time in 29 years, they had a vessel transload out of Port St. Joe Bay. Also, Eastern Shipbuilding just finished the first Staten Island Ferry that is now in New York City, with the second to be done in December and third in March.

Port of St. Petersburg – David Wirth gave the overview for Port of St. Petersburg. Wirth detailed that the traffic of their large yachts and research vessels have slowed from last year, but they have turned their focus to more improvements and tenants. Port of St. Petersburg should have a lease by the end of this year, which will incorporate their innovation district in the city, and draw tenants from the DC area in terms of defense and logistics. Also, they are focusing on their upcoming master plan.

Port Panama City – Alex King gave the overview for Port Panama City. First, King thanked the Board for being in Panama City for the meeting. King detailed that Port Panama City has had a good year, but the main thing holding them back in tonnage. King hopes that rebounds, and they have several projects in the works.

Port Everglades – Chairman Jonathan Daniels gave the overview for Port Everglades. Chairman Daniels said that cargo and cruise are back. He detailed that June and July were their busiest container count months that they’ve ever had. Port Everglades is seeing significant increases in the amount of breakbulk coming through, big yachts, and cement. Chairman Daniels mentioned that in the next few weeks, Port Everglades will order three new cranes.

6. Governance and Membership: Chairman Daniels turned the meeting’s focus to governance and membership updates.

A. Fernandina: Chairman Daniels advised that there are some questions regarding Port Fernandina and their representation on the Board. Chairman Daniels called upon Mike Rubin to provide information. Rubin turned the floor to Commissioner Mike Cole to update the Board. Commissioner Cole noted that Port Fernandina did a resolution to remove pressure off their Port Director, Chris Ragucci, and he would continue to be the representative on the Florida Ports Council. Commissioner Cole stated that they are looking to bring on an economic development person soon, and also with the COVID relief funds provided, they will not be shutting down.

7. Administration

A. Approval of the Minutes: June 22, 2021, Summer Board Meeting: Chairman Daniels requested a motion for the approval of the June 22, 2021, Florida Ports Council meeting minutes. A motion was made by Carlos Buqueras, seconded by David Wirth, and passed unanimously.

B. Budget Report and Recommendations – FY 20/21 Financial Statements and FY 21/22 Budget Recommendations: Mike Rubin introduced the budget documents and information. Rubin stated that he sent out a 2021/2022 Strategic Plan Memorandum, which describes each budget item in detail, but focuses on four general action recommendations. The four recommended actions are: strengthening our relationships with our agency partners, improving our local, state, and federal advocacy efforts, continuing to work with port leadership on marketing efforts/outreach, and finally to continue working with the FPC Board to look at revenue sources and dues structure. Furthermore, Rubin recommended that there be a 25 percent reduction in FPC dues this fiscal year. The total recommended budget is \$751,040.00. Chairman Daniels requested a motion for the approval of the proposed strategic plan and FY 21/22 budget proposal. A motion was made by Guerry Magidson, seconded by Carlos Buqueras, and passed unanimously.

C. President’s Comments: Mike Rubin introduced his new teammates to the Board. First, he introduced Edie Ousley, Founder of Yellow Finch Strategies, who has been running the Florida Ports Council’s marketing efforts and public relations. Rubin then introduced Emily Fisher, the new VP of Programs & Planning, who took over for Casey Grigsby. Then, Rubin congratulated Christy Gandy on her promotion to VP of Operations.

D. Program Administration

i. FSTED: Mike Rubin summarized the FSTED meeting from the day before. Rubin thanked the agency partners for their attendance and the Board for their participation.

- ii. **FPFC:** Mike Rubin advised that as approved and directed by the Florida Ports Financing Commission (FPFC), each seaport that received bond proceeds from the 2020 FPFC bond refinancing must pay an administrative fee of 1.75 percent to pay for bond refinancing fees. Rubin stated that letters and invoices would be sent in the mail in the coming weeks.
- iii. **SEMC:** Mike Rubin gave a brief update on behalf of Chris Cooley and Jeff Littlejohn from the SEMC meeting that was held the day before. Rubin detailed that PFAS was the legislative issue this year, but no further detail until legislative session begins in 2022.
- iv. **Security Committee:** Mike Rubin gave a quick update on the Security Committee meeting. The committee allocated the million dollars and were able to fund all projects this year.

E. Other Issues:

- i. **FPC Spring Board Meeting & Legislative Forum Meeting: February 2-3, 2022, in Tallahassee:** Christy Gandy stated that the next FPC Board meeting and FSTED meeting will be held in conjunction with the 2022 legislative session, beginning with activities on February 1 through February 3, 2022. Gandy also mentioned the next annual meeting being schedule for late August in Key West, but with the potential to move to Fort Lauderdale (pending the Port of Key West matters).
8. **Cruise Restart Update:** Chairman Daniels called upon Captain John Murray to report on the cruise restart. Murray stated that the cruise industry is getting restarted, but there is still the issue of getting the crew members back. Murray noted that they are keeping a close eye on the vaccine mandates and CDC guidelines for cruise industry staff and passengers.
 9. **Communications/Marketing Update:** Edie Ousley with Yellow Finch Strategies provided an update on the Florida Ports Council strategic communications activities/successes performed from July 1 to August 15. Yellow Finch Strategies provides specific focus on the Florida Ports Council website, e-newsletter, monthly Board memo, media relations, social media, the Seaport Mission Plan and more additional support.
 10. **Legislative:** Chairman Daniels called upon Mike Rubin to discuss current legislative issues in Florida.

A. State:

- i. **2022 Legislative Session:** Rubin stated that the 2022 Legislative Session is early this year, starting on January 11 until Sine Die on March 11. Rubin advised that the Florida Ports lobby team will continue to watch for any left-over preemption issues related specifically to seaport regulations because of the citizen initiative in Key West, and any other legislation related to seaports. Rubin also mentioned that SEMC will also be sending out regular legislative updates.
 - ii. **Miscellaneous:** No other issues were discussed at the state level.
- B. Federal:** Chairman Daniels called upon Mike Rubin to discuss current federal legislative issues. Rubin mentioned the recent passing in the U.S. Senate of the Infrastructure Investment and Jobs Act (IIJA). Rubin provided more information in the Board book.
- i. **Initiatives:**
 - a. **Congressional LD Tour:** Rubin is working with Port Tampa Bay to schedule a Congressional LD Tour in January 2022.

- b. FPC 2022 Washington DC Fly-In:** Rubin stated that the Florida Ports have joined partners like AIF and the Florida Chamber for Fly-Ins to Washington DC, but it is not likely in 2022 to go there. Rubin noted that individual ports have been meeting with Senator Scott's staff and they will continue to have regular phone calls and meetings when needed.

ii. Issues:

- a. Infrastructure Legislation/Funding:** Rubin stated that staff continues to watch the progress, or lack thereof, of the infrastructure bill. It is unclear at this time what will finally pass, but seaport issues – including an increase of the Port Infrastructure Development Program – are in both the House and Senate version.
- b. WRDA/HMTF/Port Investment:** Rubin stated that House staff is beginning their discussions on the biannual WRDA legislation. Rubin stated staff expects additional information from staff soon.
- c. CBP:** Rubin stated that it has been in discussions to potentially get the Florida Ports Caucus Group back together in mid-2022 to bring issues to the CBP.
- d. Miscellaneous:** No other issues were discussed.

11. Partner Updates: Mike Rubin discussed brief updates from our partners. Tom Feeney, President of AIF, is stepping down this year; he will be succeeded by Brewster Bevis. Rubin noted that AIF has been very supportive of the seaports and maritime issues in the past and the Florida Ports will continue to be an active member. Also, the Florida Ports continue to stay in contact with Enterprise Florida and will let the Board know of any upcoming trade missions.

12. Other Issues: Chairman Daniels opened the floor to discuss other issues.

A. New Business: No new business was discussed.

B. Board Member Closing Comments: No closing comments were made.

13. Adjournment: Chairman Daniels adjourned the meeting at 11:30 a.m. ET.

Tab 5B

Budget Report

FY 21/22 Financial Statements

2:11 PM

01/21/22

Accrual Basis

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
October 2021 through September 2022

	Oct '21 - Sep 22	Budget	\$ Over Budget	% of Budget
Income				
601 · FPC Dues	463,875.00	463,875.00	0.00	100.0%
602 · FSTED Prog. Admin/Chapter 311	66,500.00	432,281.82	-365,781.82	15.4%
605 · FSTED Security Admin Fees	1,876.88	17,500.00	-15,623.12	10.7%
610 · INTEREST INCOME	7.62	500.00	-492.38	1.5%
615 · SPONSORSHIP REVENUES	7,500.00	15,000.00	-7,500.00	50.0%
Total Income	539,759.50	929,156.82	-389,397.32	58.1%
Expense				
6560 · PAYROLL EXPENSES	15,064.52	41,000.00	-25,935.48	36.7%
701 · PRESIDENT	64,915.65	201,500.00	-136,584.35	32.2%
704 · VICE PRESIDENT OF OPERATIONS	29,027.22	87,700.00	-58,672.78	33.1%
706 · VP PROGRAMS & PLANNING	26,385.45	85,500.00	-59,114.55	30.9%
707 · EMPLOYEE BONUS POOL	8,000.00	10,000.00	-2,000.00	80.0%
710 · CONSULTANTS				
710.1 · Communications/Media Services	15,000.00	60,000.00	-45,000.00	25.0%
710.3 · Environmental & Growth Mgmt	10,000.00	30,000.00	-20,000.00	33.3%
Total 710 · CONSULTANTS	25,000.00	90,000.00	-65,000.00	27.8%
715 · INSURANCE				
715.1 · Worker's Compensation	2,110.00	1,150.00	960.00	183.5%
715.2 · Directors' E&O	0.00	1,350.00	-1,350.00	0.0%
715.3 · Employee Dishonesty Bond	0.00	600.00	-600.00	0.0%
Total 715 · INSURANCE	2,110.00	3,100.00	-990.00	68.1%
720 · ACCOUNTING	420.00	13,000.00	-12,580.00	3.2%
730 · BANK CHARGES/INTEREST	60.00	100.00	-40.00	60.0%
732 · COMMUNICATIONS				
732.1 · Telephone/Fax/Internet/Cable	1,450.75	4,500.00	-3,049.25	32.2%
732.2 · Cell Phones	1,070.80	4,200.00	-3,129.20	25.5%
732.3 · Printing	0.00	1,000.00	-1,000.00	0.0%
732.4 · Postage, Overnight Delivery	185.60	1,000.00	-814.40	18.6%
732.7 · Magazine Subscriptions	0.00	200.00	-200.00	0.0%
732.8 · Miscellaneous/Administrative	7,403.17	1,200.00	6,203.17	616.9%
Total 732 · COMMUNICATIONS	10,110.32	12,100.00	-1,989.68	83.6%

2:11 PM

01/21/22

Accrual Basis

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
October 2021 through September 2022

	Oct '21 - Sep 22	Budget	\$ Over Budget	% of Budget
733 · OUTREACH				
733.1 · Marketing/Branding	503.07	47,500.00	-46,996.93	1.1%
733.2 · Memberships	5,121.25	15,000.00	-9,878.75	34.1%
733.3 · Sponsorships	416.57	12,500.00	-12,083.43	3.3%
733.4 · Lobbying	0.00	5,000.00	-5,000.00	0.0%
Total 733 · OUTREACH	6,040.89	80,000.00	-73,959.11	7.6%
750 · EQUIPMENT/SUPPLIES				
750.1 · Office Equipment	457.21	4,500.00	-4,042.79	10.2%
750.2 · Computer, Hardware & Software	651.86	5,000.00	-4,348.14	13.0%
750.3 · IT Services	3,023.76	7,000.00	-3,976.24	43.2%
750.4 · Office Supplies	746.08	4,500.00	-3,753.92	16.6%
750.6 · Miscellaneous	305.03	200.00	105.03	152.5%
Total 750 · EQUIPMENT/SUPPLIES	5,183.94	21,200.00	-16,016.06	24.5%
755 · FSTED & FFPC Court Reporter	0.00	4,000.00	-4,000.00	0.0%
777 · BUILDING EXPENSES				
777.2 · Maintenance/Repairs	217.95	5,000.00	-4,782.05	4.4%
777.3 · Pest/Security/Lawn/Housekeepi...	2,436.13	6,000.00	-3,563.87	40.6%
777.4 · Insurance & Taxes	5,914.23	10,300.00	-4,385.77	57.4%
777.5 · Utilities	1,435.78	4,000.00	-2,564.22	35.9%
777.6 · Miscellaneous	0.00	6,000.00	-6,000.00	0.0%
Total 777 · BUILDING EXPENSES	10,004.09	31,300.00	-21,295.91	32.0%
791 · TRAVEL - CONFERENCES				
791.1 · Conferences - Meals	0.00	1,000.00	-1,000.00	0.0%
791.2 · Conferences - Hotel	0.00	2,000.00	-2,000.00	0.0%
791.3 · Conferences - Airfare	0.00	1,000.00	-1,000.00	0.0%
791.4 · Conferences - Rental Car/Gas	0.00	1,100.00	-1,100.00	0.0%
791.5 · Conferences - Fees	60.00	1,500.00	-1,440.00	4.0%
791.6 · Conferences - Miscellaneous	0.00	100.00	-100.00	0.0%
Total 791 · TRAVEL - CONFERENCES	60.00	6,700.00	-6,640.00	0.9%
792 · TRAVEL - GENERAL				
792.1 · Travel - Meals & Entertainment	3,318.52	6,500.00	-3,181.48	51.1%
792.2 · Travel - Hotel	2,242.93	5,000.00	-2,757.07	44.9%
792.3 · Travel - Airfare	1,192.12	4,500.00	-3,307.88	26.5%
792.4 · Travel - Rental Car/Gas/Parking	1,838.08	3,000.00	-1,161.92	61.3%
792.5 · Travel - Speaking Engagements	0.00	750.00	-750.00	0.0%
792.6 · Travel - Miscellaneous	20.00	250.00	-230.00	8.0%
Total 792 · TRAVEL - GENERAL	8,611.65	20,000.00	-11,388.35	43.1%

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01/21/22

Accrual Basis

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
October 2021 through September 2022

	Oct '21 - Sep 22	Budget	\$ Over Budget	% of Budget
793 · MEETING EXPENSES				
793.1 · Meeting Expenses - MEALS	2,432.15	19,000.00	-16,567.85	12.8%
793.2 · Meeting Expenses - ROOM REN...	500.00	4,000.00	-3,500.00	12.5%
793.3 · Meeting Expenses - AUDIO/VIS...	0.00	350.00	-350.00	0.0%
793.4 · Meeting Expenses - PRINTING	0.00	250.00	-250.00	0.0%
793.5 · Meeting Expenses - CONF. CAL...	0.00	100.00	-100.00	0.0%
793.6 · Meeting Expenses - MISC	1,195.64	1,000.00	195.64	119.6%
793.7 · Meeting Expenses - NOTICES(F...	0.00	500.00	-500.00	0.0%
Total 793 · MEETING EXPENSES	4,127.79	25,200.00	-21,072.21	16.4%
806 · PROFESSIONAL DEVELOPMENT	225.00	2,000.00	-1,775.00	11.3%
930 · WEBSITE DEVELOPMENT	21.17	1,000.00	-978.83	2.1%
Total Expense	215,367.69	735,400.00	-520,032.31	29.3%
Net Income	324,391.81	193,756.82	130,634.99	167.4%

2:15 PM

01/21/22

Accrual Basis

Florida Seaports Council, Inc
Balance Sheet
As of January 21, 2022

	Jan 21, 22
ASSETS	
Current Assets	
Checking/Savings	
HANCOCK BANK MONEY MARKET AC...	400,325.15
HANCOCK BANK OPERATING ACCT	97,110.53
110 · PETTY CASH ACCT	85.31
Total Checking/Savings	497,520.99
Accounts Receivable	
200 · Administrative Fees Receivable	302,360.15
Total Accounts Receivable	302,360.15
Other Current Assets	
226 · Miscellaneous Receivable	-23.87
220 · Prepaid Expenses	0.02
Total Other Current Assets	-23.85
Total Current Assets	799,857.29
Fixed Assets	
250 · Equipment & Furnishings	47,707.34
251 · Building	
252 · Building Improvements	159,211.87
251 · Building - Other	287,641.83
Total 251 · Building	446,853.70
253 · Land	
253.1 · Land Improvements	9,480.00
253 · Land - Other	200,000.00
Total 253 · Land	209,480.00
255 · Accumulated Depreciation	-216,413.00
Total Fixed Assets	487,628.04
Other Assets	
260 · Deposits	250.00
265 · Prepaid IRS Interest Payments	-0.44
Total Other Assets	249.56
TOTAL ASSETS	1,287,734.89

2:15 PM

01/21/22

Accrual Basis

Florida Seaports Council, Inc
Balance Sheet
As of January 21, 2022

	Jan 21, 22
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
300 · Accounts Payable	272.95
Total Accounts Payable	272.95
Credit Cards	
First Bankcard	-1,163.40
Total Credit Cards	-1,163.40
Other Current Liabilities	
315 · Accrued Leave	15,290.00
301 · PAYROLL LIABILITIES	
301.2 · Direct Deposit Liabilities	21,649.02
301.3 · 401K Payable	-6,907.58
301 · PAYROLL LIABILITIES - Other	-27,334.70
Total 301 · PAYROLL LIABILITIES	-12,593.26
Total Other Current Liabilities	2,696.74
Total Current Liabilities	1,806.29
Total Liabilities	1,806.29
Equity	
3900 · Unrestricted Net Assets	955,216.21
Net Income	330,712.39
Total Equity	1,285,928.60
TOTAL LIABILITIES & EQUITY	1,287,734.89

Tab 5C

President's Comments

To Be Discussed

Tab 5D

Program Administration



Florida Seaport Transportation and
Economic Development Council

AGENDA

Hotel Indigo Tallahassee
826 W Gaines St, Tallahassee, FL 32304
Wednesday, February 2, 2022
9:30 a.m. – 11:30 a.m.

1. Call to Order, Chairman's Welcome and Opening Comments
2. Roll Call
3. Administrative Issues
 - a. Approval of the August 25, 2021, Meeting Summary
 - b. Report on Seaport Environmental Management Committee Meeting
 - c. Report on FSTED Security Committee
 - d. FSTED Officer Nominations
4. Reports and Studies
 - a. 2021/2025 Seaport Mission Plan
 - b. Cambridge Systematics Report
5. Legislative Report
6. Agency Reports
 - a. Department of Economic Opportunity
 - b. Department of Transportation
7. Program Funding
 - a. Discussion and Review of Seaport Funding Spend Downs
 - b. FSTED Program Allocation Window for 2022
 - c. Federal Funding Opportunities
 - d. State Funding Opportunities
8. New Business
9. Adjournment



Florida Seaport Transportation and
Economic Development Council

Seaport Environmental Management Committee AGENDA

January 31, 2022

3:00 p.m.- 4:30 p.m.

[Via Zoom \(click link here\)](#)

Dial-in Information: 646-558-8656

Meeting ID: 899-4514-1768

Passcode: 1272022

1. Call to Order, Welcome
2. Roll Call
3. Approval of the August 25, 2021, SEMC Meeting Minutes
4. Agency Updates
 - a. Florida Department of Environmental Protection (FDEP)
 - b. Florida Department of Economic Opportunity (DEO)
 - c. U.S. Army Corps of Engineers-Civil Works and Regulatory Division
 - d. Florida Inland Navigation District (FIND)
 - e. Florida Fish & Wildlife Conservation Commission
5. Partner Updates
 - a. Florida Ocean Alliance
 - b. Florida Recycling Partnership
6. Legislative Update
7. Open Discussion
 - a. Contaminated Site Closure Policy
 - b. FDEP Turbidity Rule (wrap up)
 - c. Florida Ocean Alliance/Blue Economy
 - d. Diesel Emission Reduction Program (DERA) Grants
 - e. Federal Updates (Mitigation Policy, WOTUS, NEPA, PFAS, etc.)
 - f. Other Issues
8. Adjourn

Tab 5E

Other Issues



Seaports Day at the Capitol

Thursday, February 3, 2022

22nd Floor of the Capitol

Itinerary

Wednesday, February 3, 2022

8:00am – 9:00am	Port Directors Breakfast	<i>R&R Eatery Hotel Indigo</i>
8:00am – 9:00am	Breakfast All Others	<i>Magnolia Hotel Indigo</i>
9:00am – 10:00am	Transportation to the Capitol <i>Transportation Provided</i>	
11:00 am	State of the Ports Address	<i>22nd Floor Capitol Building</i>
11:15am – Noon	Comments from Invited Dignitaries	<i>22nd Floor Capitol Building</i>
Noon	Lunch	<i>22nd Floor Capitol Building</i>
4:00pm – 5:00pm	Transportation to Hotel Indigo <i>Transportation Provided</i>	

Meeting Times and Locations
To Be Discussed

Tab 6

Communications/Marketing Update

Yellow Finch

S T R A T E G I E S

Prepared Especially For



Strategic Communications & Media Relations



GOAL 1:

Website — *Manage writing and posting of news and information, ensuring a “digital first” strategy to help ensure fresh content shared across platforms.*

GOAL 2:

Florida Ports e-Newsletter — *Write and distribute the monthly e-Newsletter, ensuring content, images and graphics meet FPC brand expectations, and highlight Florida’s seaports.*

GOAL 3:

Media Relations — *Manage media relations efforts to ensure the FPC’s voice is heard.*

GOAL 4:

Social Media — *Manage social media efforts to ensure fresh, engaging content with external audiences.*

GOAL 5:

Seaport Mission Plan — *Ensuring the SMP is ready for public consumption, assist with distribution and public awareness.*

GOAL 6:

Board Materials - *Assist FPC with board collateral materials, including media relations, meeting signage and invitations.*

GOAL 7:

EcoDevo Campaigns— *Develop economic development awareness strategies that help increase cargo containers and ships, as well as cruise lines and other economic development opportunities.*

Strategic Communications ANALYTICS



Website: *(Sep-Jan)*

- 30+ articles highlighting various ports, diverting to Florida ports, infrastructure bill, Gov. DeSantis/DOT, economic development, etc.
- Web page updates and site maintenance.

e-Newsletter: *(Sept-Jan)*

- Wrote and distributed 5 editions
- Spotlighting individual ports, including: JAXPORT, Port Tampa Bay, PortMiami, Port Everglades
- Spotlighting the SMP
- Strong analytic performance with open and click-thru rates for each edition.
- Coordinating social media



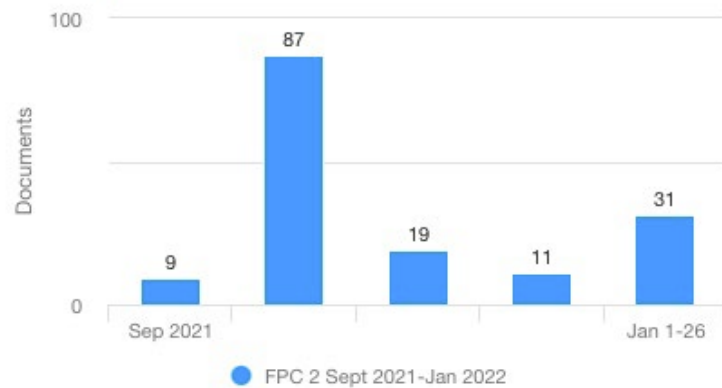
Strategic Communications ANALYTICS



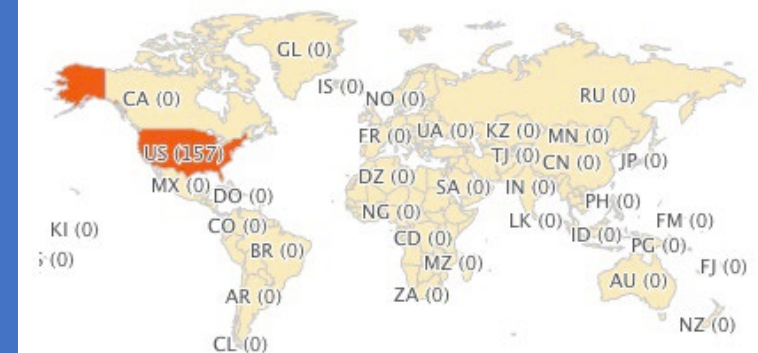
Media Relations:

- Strong earned media strategies (*Sept - Jan*):
 - 3 press releases, media advisories
 - 15+ media interviews – 6+ live on Fox News
 - 70+ news articles/stories (print, radio, TV, trade) garnered

Media Exposure



Heat Map

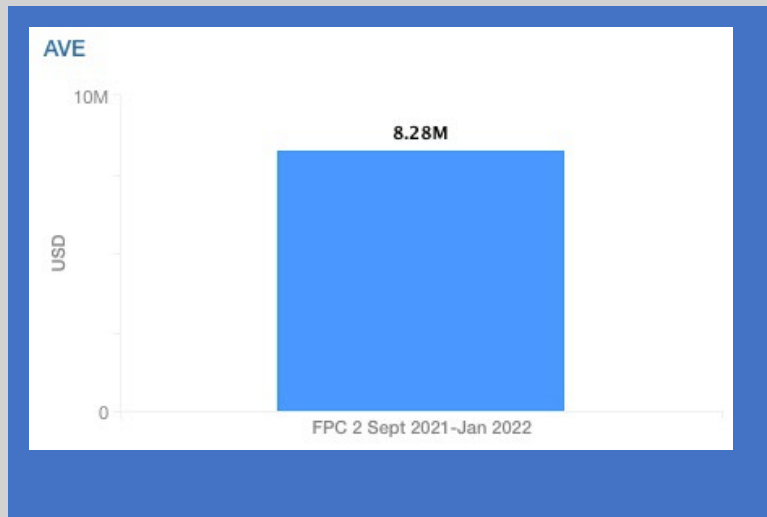


Strategic Communications ANALYTICS

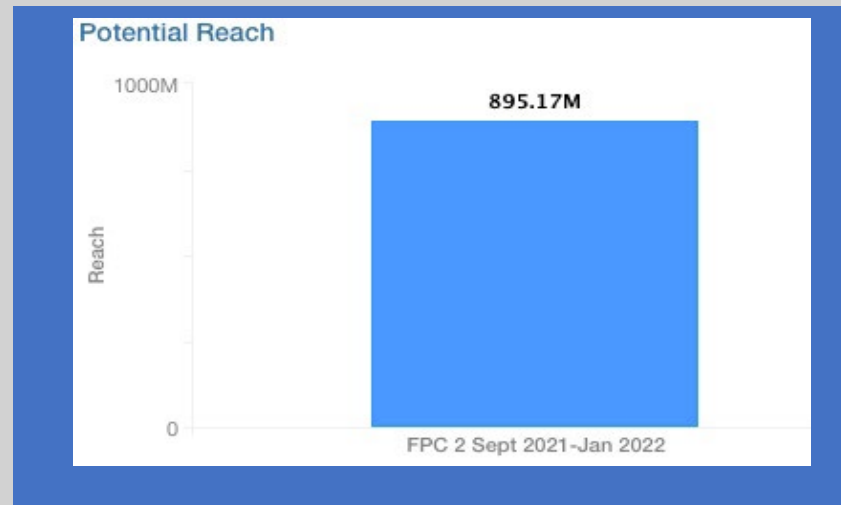


ANALYTICS DASHBOARD:

- \$8.28 MILLION – Sept - Jan
- Up 35% from six months prior
- 895.17 MILLION People – Potential Reach – Sept - Jan



\$8.28 M – AVE



895.17 M People Reached



35% Increase in Media Exposure

Strategic Communications CAMPAIGNS



“OPEN FOR BUSINESS” Campaign:

- Targeted Media Interviews
- Social Media Messages
- EOG & DOT Coordination
- Digital & Collateral
- Targeted Ads (SunBurn/Influence)

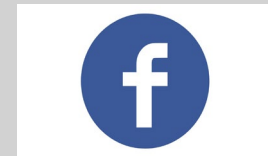
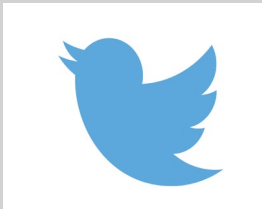


Strategic Communications ANALYTICS



Social Media:

- LinkedIn & Twitter Analytics are STRONG, due to the Open For Business” campaign, and currently most active (by audiences).
- LinkedIn:
 - New followers – up 110% last 30 days
 - Reactions to posts – up 337% last 30 days
 - Comments – up 600% last 30 days
 - Shares – up 36%
- Twitter:
 - 268.5K impressions from Sept-Jan – 3X’s higher than 6 months prior
 - 187 new followers secured over the same time period – also exceptionally high





Start Your Winning Strategy Today
www.YellowFinchStrategies.com

Tab 7

Legislative

Tab 7A

State

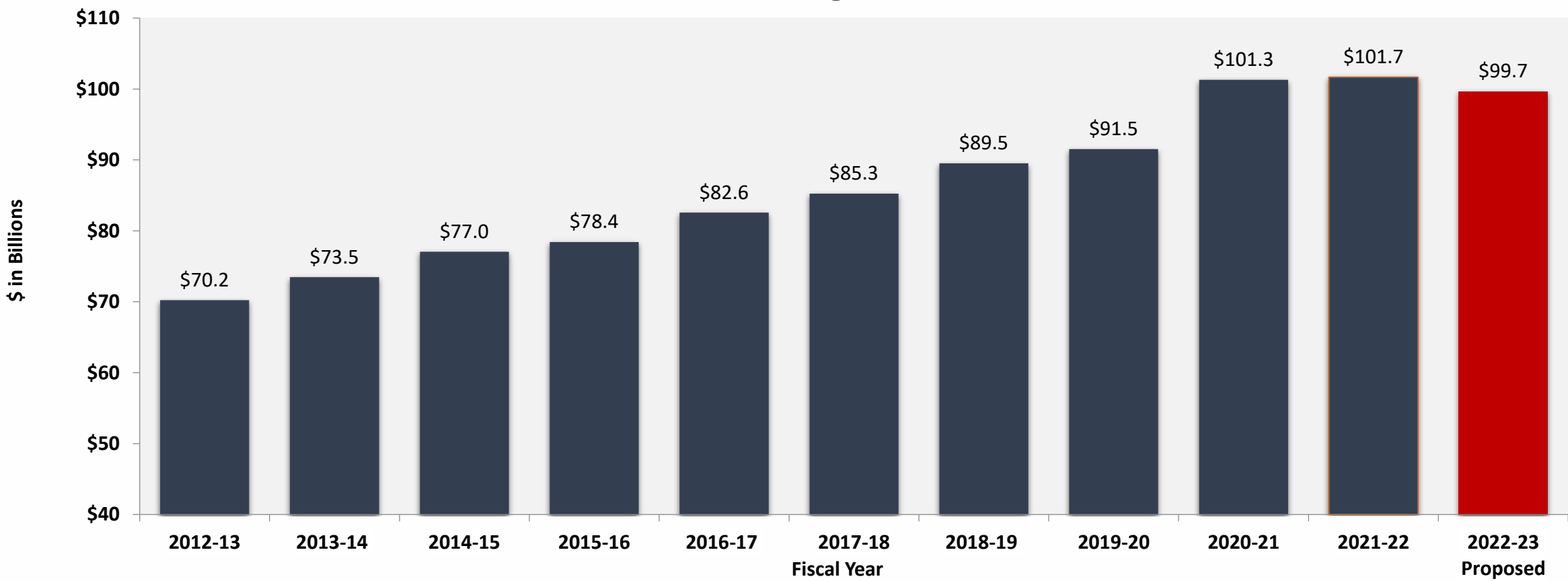


FREEDOM FIRST BUDGET



FISCAL YEAR 2022-2023

Freedom First Budget - \$99.7 Billion



The \$99.7 billion Freedom First Budget is \$2 billion below Fiscal Year 2021-22.

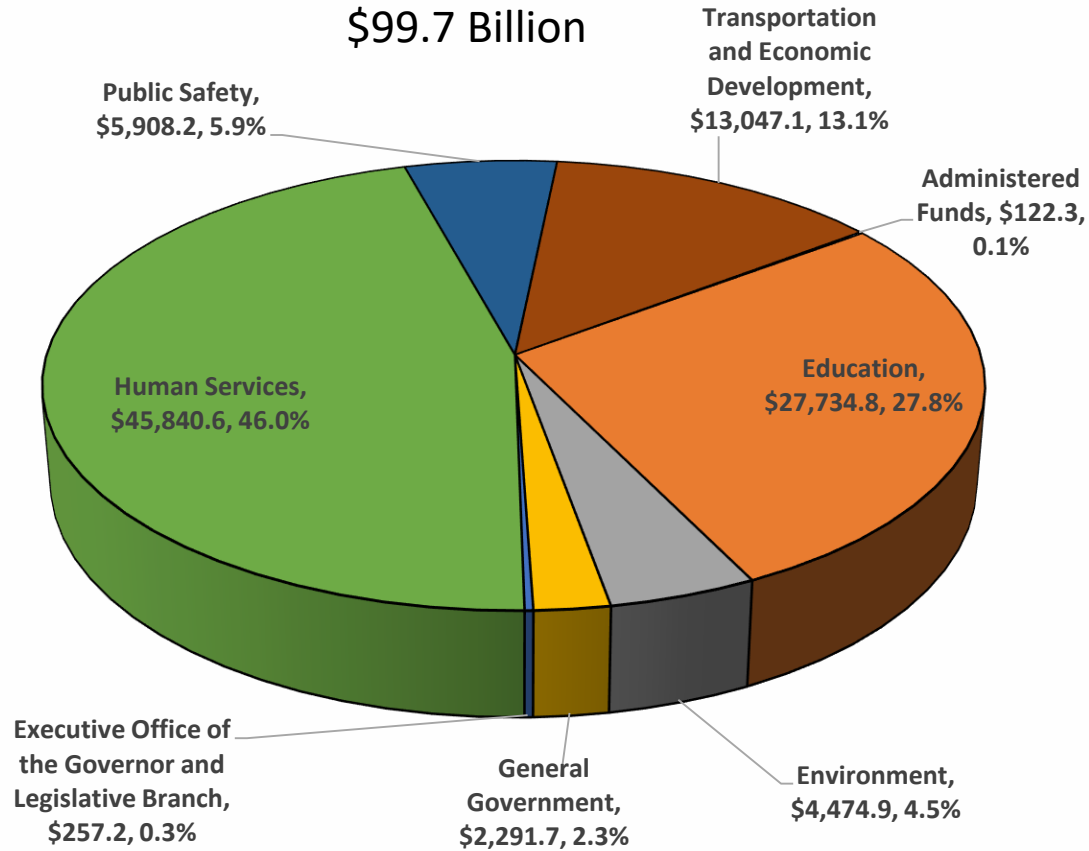
Freedom First Budget - \$37 Billion General Revenue



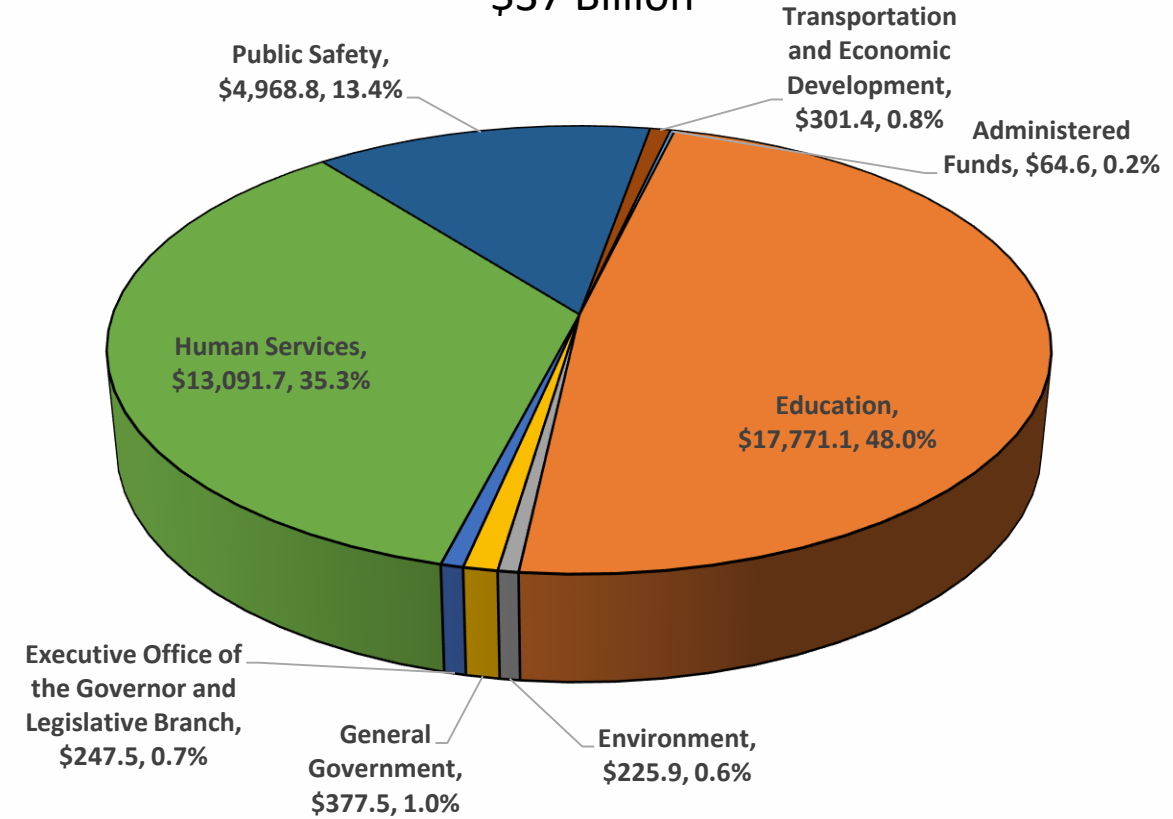
The Freedom First Budget General Revenue appropriations total \$37 billion, which is \$580 million or 1.6% above Fiscal Year 2021-22.

Freedom First Budget

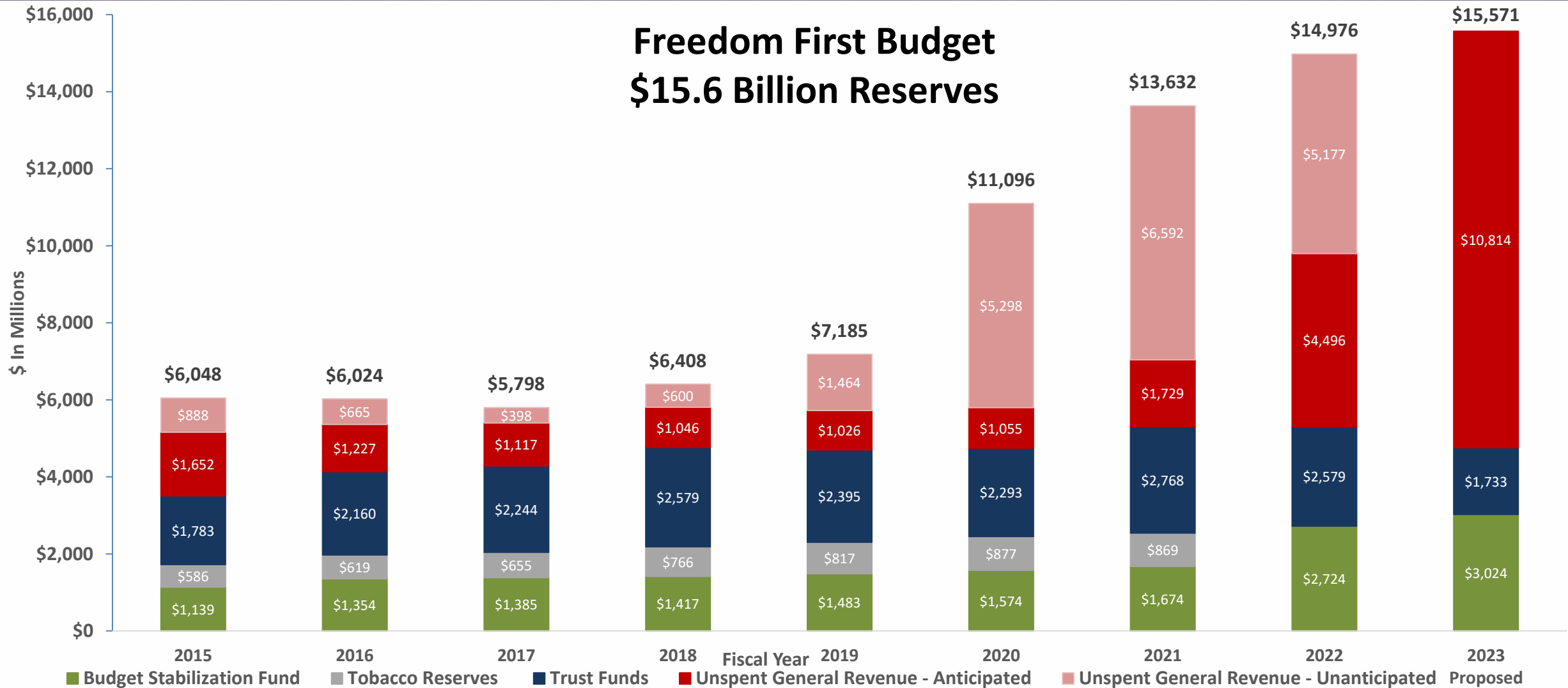
Total Budget
\$99.7 Billion



General Revenue
\$37 Billion



- Health and Human Services represents the largest portion of the total budget
- Education represents the largest portion of the General Revenue budget



Freedom First Budget General Revenue Outlook

FY 2022-2023	General Revenue Outlook
Beginning Cash Balance (from 21-22)	\$7,324.0
FY 21-22 Revenue Adjustments – Including Revenue Collection Overages Through December	\$2,348.9
FY 21-22 American Rescue Plan Act Funds \$6.2 billion (<i>nets to zero</i>)	\$0
FY 22-23 General Revenue	\$38,475.8
<hr/> Total Revenue Available	<hr/> \$48,148.7
FY 22-23 Measures Affecting Revenue – Tax Holidays, Fee Elimination, Pay Package, etc.	\$(453.4)
FY 22-23 Trust Fund Sweeps	\$78.0
FY 22-23 Anticipated FEMA Reimbursements	\$388.8
FY 22-23 Transfer to BSF	\$(300.0)
FY 22-23 Freedom First Budget	\$(37,048.6)
<hr/> June 30, 2023 General Revenue Ending Balance	<hr/> \$10,813.5

Coronavirus State and Local Fiscal Recovery Funds (“SLFRF”)

Total Florida SLFRF Award for Florida State and Local Governments = **\$15.9 billion**

Direct State Aid: **\$8.8 billion**

First Tranche of \$4.4 billion received May 2021

Final FY 21-22 General Appropriations Act appropriated \$5.3 billion of SFRF funding.

Second tranche of \$4.4 billion expected by May 2022

After \$938 million of remaining FY 21-22 contingent appropriations are made, \$3.4 billion of SFRF funds remains available

Local Governments SLFRF Award = **\$7.1 billion**

\$4.2 billion directly to counties and \$1.5 billion directly to cities

\$1.4 billion administered by the State: first tranche of \$708.2 million distributed to nearly 350 non-entitlement units of government. Second tranche expected by May 2022

All funds must be obligated by December 2024 and expended by December 2026

Tax Relief

Measure	Amount Saved
Fuel Tax Holiday	\$(1 billion)
7-Day Freedom Week Sales Tax Holiday on certain outdoor recreation purchases, as well as tickets for events, museums, and the arts.	\$(57.4 million)
10-Day Back to School Sales Tax Holiday on clothing up to \$60, school supplies up to \$15, and computers up to \$1,000	\$(72.9 million)
10-Day Disaster Preparedness Sales Tax Holiday on items needed during disasters including generators up to \$750	\$(11 million)
Permanent elimination of the fees charged for obtaining a Florida ID Card	\$(14.7 million)
Total Tax Relief for Florida Families	\$(1.2 billion)

Transportation and Economic Development

Major Issues Funded	Amount
Open Federally Declared Disasters	\$664 million
<i>State Match for Local Governments</i>	<i>\$104 million</i>
Fully Fund Affordable Housing Programs	\$355.5 million
<i>Workforce Housing Revolving Loan Program</i>	<i>\$40 million</i>
Florida Job Growth Grant Fund	\$100 million
VISIT Florida	\$50 million
Rural Infrastructure Grant Program	\$105 million
Rebuild Florida Revolving Loan Program	\$16 million
State Transportation Work Program	\$9.27 billion

Transportation and Economic Development

Major Issues Funded	Amount
Elections	\$39.8 million
<i>Office of Election Crimes and Security – 52 FTE</i>	<i>\$5.7 million</i>
<i>Online Voter Registration System Security Improvements</i>	<i>\$13 million</i>
Immigration	\$10.4 million
<i>Verification of Employment Eligibility at FDLE and DEO</i>	<i>\$2.4 million and 16 FTE</i>
<i>DEO Program to Protect Against Harms Resulting from Illegal Immigration</i>	<i>\$8 million</i>

Building a Stronger Florida

Major Issues Funded	Amount
The Florida State Guard	\$5.4 million
New Florida National Guard Readiness Centers	\$87.5 million
Florida National Guard Readiness Center Sustainment	\$8.9 million
State Law Enforcement Training Facility Study and Design	\$6 million
Enterprise Cybersecurity Resiliency	\$30 million
Blockchain and Cryptocurrency Initiatives	\$700,000
<i>HSMV Blockchain Title Pilot Program</i>	<i>\$250,000</i>
<i>AHCA Blockchain Medicaid Authentication Pilot Program</i>	<i>\$250,000</i>
<i>DOS Accepting Cryptocurrency for Florida Corporation State Fees</i>	<i>\$200,000</i>

State Fiscal Recovery Fund

Major Issues Funded	Amount
State Fiscal Recovery Fund FY22 Appropriation - Remaining Funding	\$938 million
Teacher & Principal Retention Payments	\$238 million
Workforce Development Capitalization Incentive Grants	\$100 million
Resilient Florida Grant Program	\$500 million
Pandemic First Responders Retention Payments	\$220 million
Job Growth Grant Fund	\$100 million
Citrus Promotion Funding	\$15 million
Piney Point	\$100 million
National Guard Armories	\$87.5 million
Mental Health Forensic Beds	\$36.1 million

State Fiscal Recovery Fund

Major Issues Funded	Amount
Emergency Management Warehouses	\$75 million
Workforce Information System	\$100 million
State Emergency Operations Center	\$80 million
Rural Infrastructure Fund	\$100 million
Motor Fuel Tax Relief	\$1.1 billion
Alzheimer's Research	\$10 million
Bright Futures Textbook Stipend	\$40 million
Total SFRF	\$3.8 billion

Additional Federal Programs

Major Issues Funded	Amount
Local Fiscal Recovery Fund	\$708.2 million
Homeowner Assistance Fund	\$608 million
Coronavirus Capital Projects	\$366 million
State Small Business Credit Initiative	\$324.1 million
Emergency Rental Assistance	\$444.2 million

Port-Related Legislation

1 A bill to be entitled
2 An act relating to aerospace commerce; amending s.
3 315.03, F.S.; exempting certain spaceport users from
4 certain fees or charges while transporting certain
5 equipment; providing for expiration; amending s.
6 331.303, F.S.; providing a definition; creating s.
7 331.3545, F.S.; providing a short title; creating the
8 Zero G, Zero Fee program for the purpose of granting
9 certain tax exemptions to spaceport users; requiring
10 Space Florida to determine application and eligibility
11 requirements; prohibiting certain taxes and fees;
12 providing for expiration; amending s. 338.155, F.S.;
13 exempting certain spaceport users from payment of
14 tolls on toll facilities while transporting certain
15 equipment; providing for expiration; requiring the
16 Secretary of Business and Professional Regulation to
17 recommend to the Legislature elimination of certain
18 aerospace industry rules or regulations; requiring a
19 report to the Governor, Legislature, and board of
20 directors of Space Florida; providing an effective
21 date.

22
23 Be It Enacted by the Legislature of the State of Florida:
24

25 Section 1. Subsection (14) of section 315.03, Florida

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2022

Statutes, is amended to read:

315.03 Grant of powers.—Each unit is hereby authorized and empowered:

(14) (a) To operate and maintain, and to fix and collect rates, rentals, fees and other charges for any of the services and facilities provided by the port facilities now or hereafter acquired, owned or constructed by the unit excluding state bar pilots.

(b) A spaceport user who has been approved for the Zero G, Zero Fee program pursuant to s. 331.3545 is exempt from any fees or charges that apply to cargo while transporting a space vehicle as defined in s. 331.303, launch equipment, or recovery equipment. This paragraph expires December 31, 2042.

Section 2. Subsections (17), (18), (19), (20), and (21) of section 331.303, Florida Statutes, are renumbered as subsections (18), (20), (21), (22), and (19), respectively, and a new subsection (17) is added to that section, to read:

331.303 Definitions.—

(17) "Space vehicle" means a system used to transport persons and payload from a spaceport territory to a destination at or beyond 62 miles above sea level.

Section 3. Section 331.3545, Florida Statutes, is created to read:

331.3545 Tax exemption; certain aerospace materials and consumables.—

51 (1) SHORT TITLE.—This section may be cited as the "Zero G,
52 Zero Fee Act."

53 (2) CREATION.—The Zero G, Zero Fee program is created for
54 the purpose of granting tax exemptions for the sale, rental,
55 storage, use, or consumption of certain aerospace materials and
56 consumables by spaceport users as defined in s. 331.303.

57 (3) APPLICATION; ELIGIBILITY.—Space Florida shall, by
58 rule:

59 (a) Determine spaceport user eligibility criteria for the
60 Zero G, Zero Fee program and create the program application
61 process.

62 (b) Create a list of materials and consumables qualified
63 for the program, including, but not limited to:

64 1. Materials and consumables used for the construction of
65 space vehicles, launch pads, landing pads, and space vehicle
66 recovery assets.

67 2. Materials and consumables used for the construction of
68 payloads, space stations, and extravehicular equipment.

69 3. Vehicle propellant and other chemicals and gases
70 necessary for construction, launch, recovery, and reusability of
71 space vehicles.

72 (4) PROHIBITION ON TAX OR FEE.—Notwithstanding any other
73 provision of law, the state may not assess a tax or fee on a
74 spaceflight vehicle, or any component of a spaceflight vehicle,
75 for the ascent, descent, or landing of such spaceflight vehicle

76 | on land or territorial waters of the state.

77 | (5) EXPIRATION.—This section expires December 31, 2042.

78 | Section 4. Paragraph (a) of subsection (1) of section
79 | 338.155, Florida Statutes, is amended to read:

80 | 338.155 Payment of toll on toll facilities required;
81 | exemptions.—

82 | (1)(a) A person may not use a toll facility without
83 | payment of tolls, except:

84 | 1. An employee of the agency operating the toll project
85 | when using the toll facility on official state business.

86 | 2. State military personnel while on official military
87 | business.

88 | 3. A person with a disability as provided in subsection
89 | (3).

90 | 4. A person exempt from toll payment by the authorizing
91 | resolution for bonds issued to finance the facility.

92 | 5. A person exempt on a temporary basis where use of such
93 | toll facility is required as a detour route.

94 | 6. A law enforcement officer operating an official vehicle
95 | while on official law enforcement business.

96 | 7. A person operating a fire vehicle while on official
97 | business or a rescue vehicle while on official business.

98 | 8. A person participating in the funeral procession of a
99 | law enforcement officer or firefighter killed in the line of
100 | duty.

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2022

101 9. A spaceport user who has been approved for the Zero G,
102 Zero Fee program pursuant to s. 331.3545 while transporting a
103 space vehicle as defined in s. 331.303, launch equipment, or
104 recovery equipment. This subparagraph expires December 31, 2042.

105 Section 5. The Secretary of Business and Professional
106 Regulation shall review current professional rules and
107 regulations and shall recommend to the Legislature the
108 elimination of rules or regulations that he or she determines
109 are detrimental to the commercial aerospace industry. The
110 secretary shall submit a report of his or her findings to the
111 Governor, the President of the Senate, the Speaker of the House
112 of Representatives, and the board of directors of Space Florida
113 no later than December 31, 2022.

114 Section 6. This act shall take effect July 1, 2022.

HB445

2022

1 A bill to be entitled
2 An act relating to transportation network companies;
3 amending s. 627.748, F.S.; providing a limitation on
4 certain fees charged by airports or seaports;
5 prohibiting certain airports and seaports from
6 removing, degrading, or impeding access to certain
7 services, benefits, or infrastructure; providing an
8 effective date.

9
10 Be It Enacted by the Legislature of the State of Florida:

11
12 Section 1. Paragraph (b) of subsection (17) of section
13 627.748, Florida Statutes, is amended to read:

14 627.748 Transportation network companies.—

15 (17) PREEMPTION.—

16 (b)1. This subsection does not prohibit an airport or
17 seaport from charging reasonable pickup fees consistent with any
18 pickup fees charged to taxicab companies at that airport or
19 seaport for their use of the airport's or seaport's facilities,
20 provided such fees do not exceed \$2 per ride, or prohibit the
21 airport or seaport from designating locations for staging,
22 pickup, and other similar operations at the airport or seaport.

23 2. An airport or a seaport imposing a pickup fee as
24 authorized by subparagraph 1. may not intentionally remove,
25 degrade, or otherwise impede access to any service, benefit, or

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2022

26 infrastructure, including, but not limited to, staging lots,
27 curb access, and driver rest facilities, made available to a TNC
28 before January 1, 2021.

29 Section 2. This act shall take effect July 1, 2022.

By the Committee on Transportation; and Senator Hooper

596-01437-22

2022398c1

A bill to be entitled

An act relating to transportation projects; amending s. 206.46, F.S.; revising the requirement for the annual commitment of State Transportation Trust Fund revenues for public transportation projects by the Department of Transportation; amending s. 337.025, F.S.; providing that the department's program for innovative transportation projects may include progressive design-build contracts; revising contracts exempt from a specified annual monetary cap on contracts; amending s. 337.11, F.S.; revising the department's authority relating to design-build contracts; authorizing the department to enter into a progressive design-build contract if it makes a certain determination; providing procedures and requirements for progressive design-build contracts; exempting progressive design-build contracts from certain requirements; requiring the department to adopt rules; amending s. 337.14, F.S.; revising procedures relating to certificates of qualification issued by the department to construction contractors seeking certification to bid on certain contracts; amending s. 337.168, F.S.; deleting a public records exemption for certain documents revealing the identity of a potential bidder; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsection (3) of section 206.46, Florida

596-01437-22

2022398c1

Statutes, is amended to read:

206.46 State Transportation Trust Fund.—

(3) Unless otherwise specified in the General Appropriations Act, each fiscal year, at least ~~a minimum of~~ 15 percent but not more than 25 percent of all state revenues deposited into the State Transportation Trust Fund, excluding state revenues used for matching federal grants, shall be committed annually by the department for public transportation projects in accordance with chapter 311, ss. 332.003-332.007, chapter 341, and chapter 343.

Section 2. Section 337.025, Florida Statutes, is amended to read:

337.025 Innovative transportation projects; department to establish program.—

(1) The department may establish a program for transportation projects demonstrating innovative techniques of highway and bridge design, construction, maintenance, and finance which have the intended effect of measuring resiliency and structural integrity and controlling time and cost increases on construction projects. Such techniques may include, but are not limited to, state-of-the-art technology for pavement, safety, and other aspects of highway and bridge design, construction, and maintenance; innovative bidding and financing techniques; progressive design-build contracts; accelerated construction procedures; and those techniques that have the potential to reduce project life cycle costs. To the maximum extent practical, the department must use the existing process to award and administer construction and maintenance contracts. When specific innovative techniques are to be used, the

596-01437-22

2022398c1

department is not required to adhere to those provisions of law that would prevent, preclude, or in any way prohibit the department from using the innovative technique. However, before using an innovative technique that is inconsistent with another provision of law, the department must document in writing the need for the exception and identify what benefits the traveling public and the affected community are anticipated to receive. The department may enter into no more than \$120 million in contracts awarded annually for the purposes authorized by this section.

(2) The annual cap on contracts provided in subsection (1) does not apply to:

(a) Turnpike enterprise projects.

(b) Progressive design-build contracts for complex, high-risk projects with a minimum contract value of \$250 million ~~Low-bid design-build milling and resurfacing contracts.~~

Section 3. Subsection (7) of section 337.11, Florida Statutes, is amended to read:

337.11 Contracting authority of department; bids; emergency repairs, supplemental agreements, and change orders; combined design and construction contracts; progress payments; records; requirements of vehicle registration.—

(7) (a) If the department determines that it is in the best interests of the public, the department may combine the design and construction phases of a ~~building, a major bridge, a limited access facility, or a rail corridor~~ project into a single contract. Such contract is referred to as a design-build contract.

(b) If the department determines that it is in the best

596-01437-22

2022398c1

88 interests of the public, the department may combine the design
89 and construction phases of a project into a single contract and
90 select the design-build firm in the early stages of a project to
91 ensure that the design-build firm is part of the collaboration
92 and development of the design as part of a step-by-step
93 progression through construction. Such contract is referred to
94 as a progressive design-build contract. For progressive design-
95 build contracts, the selection and award processes must include
96 a two-phase process. For phase one, the department shall
97 competitively award the contract to a design-build firm based
98 upon qualifications. For phase two, the design-build firm shall
99 competitively bid construction trade subcontractor packages and,
100 based upon these bids, negotiate with the department a fixed
101 firm price or guaranteed maximum price that meets the project
102 budget and scope as advertised in the request for
103 qualifications.

104 (c) Design-build contracts and progressive design-build
105 contracts may be advertised and awarded notwithstanding the
106 requirements of paragraph (3)(c). However, construction
107 activities may not begin on any portion of such projects for
108 which the department has not yet obtained title to the necessary
109 rights-of-way and easements for the construction of that portion
110 of the project has vested in the state or a local governmental
111 entity and all railroad crossing and utility agreements have
112 been executed. Title to rights-of-way shall be deemed to have
113 vested in the state when the title has been dedicated to the
114 public or acquired by prescription.

115 (d) ~~(b)~~ The department shall adopt by rule procedures for
116 administering design-build contracts and progressive design-

596-01437-22

2022398c1

117 build contracts. Such procedures shall include, but not be
118 limited to:

- 119 1. Prequalification requirements.
- 120 2. Public announcement procedures.
- 121 3. Scope of service requirements.
- 122 4. Letters of interest requirements.
- 123 5. Short-listing criteria and procedures.
- 124 6. Bid proposal requirements.
- 125 7. Technical review committee.
- 126 8. Selection and award processes.
- 127 9. Stipend requirements.

128 (e)~~(e)~~ The department must receive at least three letters
129 of interest in order to proceed with a request for proposals.
130 The department shall request proposals from no fewer than three
131 of the design-build firms submitting letters of interest. If a
132 design-build firm withdraws from consideration after the
133 department requests proposals, the department may continue if at
134 least two proposals are received.

135 Section 4. Subsection (4) of section 337.14, Florida
136 Statutes, is amended to read:

137 337.14 Application for qualification; certificate of
138 qualification; restrictions; request for hearing.—

139 (4) If the applicant is found to possess the prescribed
140 qualifications, the department shall issue to him or her a
141 certificate of qualification that, unless thereafter revoked by
142 the department for good cause, will be valid for a period of 18
143 months after the date of the applicant's financial statement or
144 such shorter period as the department prescribes. Submission of
145 an application does ~~and subsequent approval do~~ not affect

596-01437-22

2022398c1

146 expiration of the certificate of qualification, ~~the ability~~
147 ~~factor of the applicant, or the maximum capacity rating of the~~
148 ~~applicant.~~ An applicant may submit a written request with a
149 timely submitted application to keep an existing certificate of
150 qualification in place until the expiration date. If the request
151 is approved by the department, the current maximum capacity
152 rating of the applicant must remain in place until expiration of
153 the current certificate of qualification. If the department
154 finds that an application is incomplete or contains inadequate
155 information or information that cannot be verified, the
156 department may request in writing that the applicant provide the
157 necessary information to complete the application or provide the
158 source from which any information in the application may be
159 verified. If the applicant fails to comply with the initial
160 written request within a reasonable period of time as specified
161 therein, the department shall request the information a second
162 time. If the applicant fails to comply with the second request
163 within a reasonable period of time as specified therein, the
164 application shall be denied.

165 Section 5. Section 337.168, Florida Statutes, is amended to
166 read:

167 337.168 Confidentiality of official estimates, ~~identities~~
168 ~~of potential bidders,~~ and bid analysis and monitoring system.—

169 (1) A document or electronic file revealing the official
170 cost estimate of the department of a project is confidential and
171 exempt from the provisions of s. 119.07(1) until the contract
172 for the project has been executed or until the project is no
173 longer under active consideration.

174 (2) ~~A document that reveals the identity of a person who~~

596-01437-22

2022398c1

175 ~~has requested or obtained a bid package, plan, or specifications~~
176 ~~pertaining to any project to be let by the department is~~
177 ~~confidential and exempt from the provisions of s. 119.07(1) for~~
178 ~~the period that begins 2 working days before the deadline for~~
179 ~~obtaining bid packages, plans, or specifications and ends with~~
180 ~~the letting of the bid. A document that reveals the identity of~~
181 ~~a person who has requested or obtained a bid package, plan, or~~
182 ~~specifications pertaining to any project to be let by the~~
183 ~~department before the 2 working days before the deadline for~~
184 ~~obtaining bid packages, plans, or specifications remains a~~
185 ~~public record subject to s. 119.07(1).~~

186 ~~(3)~~ The bid analysis and monitoring system of the
187 department is confidential and exempt from the provisions of s.
188 119.07(1). This exemption applies to all system documentation,
189 input, computer processes and programs, electronic data files,
190 and output, but does not apply to the actual source documents,
191 unless otherwise exempted under other provisions of law.

192 Section 6. This act shall take effect July 1, 2022.

1 A bill to be entitled
2 An act relating to the Florida Seaport Transportation
3 and Economic Development Council; amending s. 311.09,
4 F.S.; revising the membership of the Florida Seaport
5 Transportation and Economic Development Council to
6 include a representative of Putnam County; authorizing
7 Putnam County to apply for a grant for a port
8 feasibility study through the Florida Seaport
9 Transportation and Economic Development Council;
10 providing for the evaluation of the application;
11 requiring the Department of Transportation to include
12 the study in its budget request under certain
13 circumstances; terminating the membership of Putnam
14 County on the council under certain circumstances;
15 reenacting ss. 163.3178(2)(k), (5), and (6),
16 189.068(6), 311.07(1) and (3)(a) and (b), 311.091,
17 311.10(1) and (2), 311.101(2), 311.12(2)(a), (3), and
18 (6)(a), 311.121(2) and (3)(a), 311.14(1), 315.18,
19 320.20(3) and (4), 334.27(1), 337.14(7), 373.406(12),
20 373.4133(2) and (10), 373.4136(6)(d), and 403.061(38)
21 and (39), F.S., relating to coastal management, the
22 oversight of deepwater ports, Florida seaport
23 transportation and economic development funding, entry
24 into public-private infrastructure project agreements
25 for port-related public infrastructure projects, the

26 Strategic Port Investment Initiative within the
27 department, the Intermodal Logistics Center
28 Infrastructure Support Program, seaport security,
29 licensed security officers at Florida seaports,
30 seaport planning, the confidentiality of certain
31 records held by deepwater ports, the disposition of
32 license tax moneys, the definition of the term
33 "governmental transportation entity," seaport
34 contractor services, exemptions for overwater piers,
35 docks, or similar structures in deepwater ports, port
36 conceptual permits, the authorized use of mitigation
37 banks, and the duties of the Department of
38 Environmental Protection in providing environmental
39 resource permits, respectively, to incorporate the
40 amendment made to s. 311.09, F.S., in references
41 thereto; providing an effective date.

42
43 Be It Enacted by the Legislature of the State of Florida:

44
45 Section 1. Subsection (1) of section 311.09, Florida
46 Statutes, is amended, and subsection (13) is added to that
47 section, to read:

48 311.09 Florida Seaport Transportation and Economic
49 Development Council.—

50 (1) The Florida Seaport Transportation and Economic

51 Development Council is created within the Department of
52 Transportation. The council consists of the following 18 ~~17~~
53 members: the port director, or the port director's designee, of
54 each of the ports of Jacksonville, Port Canaveral, Port Citrus,
55 Fort Pierce, Palm Beach, Port Everglades, Miami, Port Manatee,
56 St. Petersburg, Putnam County, Tampa, Port St. Joe, Panama City,
57 Pensacola, Key West, and Fernandina; the secretary of the
58 Department of Transportation or his or her designee; and the
59 secretary of the Department of Economic Opportunity or his or
60 her designee.

61 (13) Until July 1, 2024, Putnam County may apply for a
62 grant through the Florida Seaport Transportation and Economic
63 Development Council to perform a feasibility study regarding the
64 establishment of a port in Putnam County. The council shall
65 evaluate the grant application pursuant to subsections (5)-(8)
66 and, if approved, the Department of Transportation must include
67 the feasibility study in its budget request pursuant to
68 subsection (9). If the study determines that a port in Putnam
69 County is not feasible, the membership of Putnam County on the
70 council must terminate.

71 Section 2. For the purpose of incorporating the amendment
72 made by this act to section 311.09, Florida Statutes, in
73 references thereto, paragraph (k) of subsection (2) and
74 subsections (5) and (6) of section 163.3178, Florida Statutes,
75 are reenacted to read:

Tab 7B

Federal



Florida Port Tours/Activities Tuesday, March 22, 2022 – Thursday March 24, 2022

MISSION GOALS: *The goal of this trip is to educate Florida congressional delegation staff on activities and operations at the Port of Tampa Bay and Port Manatee. The trip will include information on supply chain issues, U.S. Army Corps (USACE) dredging, U.S. Customs and Border Protection activities, cargo operations, cruise operations. Staff will have the opportunity to meet with state and federal entities involved with the movement of cargo and passengers through both Port Tampa Bay and Port Manatee and will allow staff to obtain a greater understanding of the impact of federal regulations and federal funding on this activity.*

RELEVANCE TO OFFICIAL DUTIES: *The subject matter of the trip is important to the members of the Florida congressional delegation as they will encounter future legislation and budgetary issues concerning Florida seaports.*

LOCATION: *The purpose of the travel to Tampa and Manatee, Florida, is to attend port tours of Port Tampa Bay and Port Manatee to provide an overview of supply chain issues, dredging, cargo operations and cruise operations. The Florida Ports Council, Port Tampa Bay and Port Manatee will take staff to several locations within Port Tampa Bay and Port Manatee to observe supply chain issues, dredging activities, cargo operations and cruise operations.*

ITINERARY

Tuesday, March 22, 2022

- | | |
|-------------------------|---|
| 10:00 a.m. – 12:30 p.m. | American Airlines flight from DCA to TPA |
| 12:30 p.m. – 1:00 p.m. | Transport to Home2 Suites by Hilton Downtown Channel District in Tampa to check-in. Transport to be provided by Port Tampa Bay vehicle. |
| 1:15 p.m. – 1:30 p.m. | Transport to Port Tampa Bay facilities using Port Tampa Bay vehicle. |
| 1:30 p.m. – 2:30 p.m. | Working lunch with Port Tampa Bay staff and tenants. Port Tampa Bay Executive Director Paul Anderson to lead discussion on current federal and state issues at the port – to include discussion of supply chain issues, and status of dredging and federal infrastructure projects. |

2:45 p.m. – 4:45 p.m.	Landside tour of Port Tampa Bay facilities. This will provide participants with an opportunity to visit and see multiple cargo and cruise facilities on the seaport. Transport to be provided by Port Tampa Bay vehicle.
5:00 p.m. – 5:15 p.m.	Transport back to Home2 Suites by Hilton Downtown Channel District in Tampa.
5:15 p.m. – 7:00 p.m.	Personal time for participants to check in with their offices and relax.
7:00 p.m. – 7:10 p.m.	Transport to dinner at restaurant in Tampa. Transport to be provided by Port Tampa Bay vehicle.
7:10 p.m. – 8:30 p.m.	Dinner at restaurant in Tampa. Dinner will provide at least 30 minutes for discussion with Port Tampa Bay leadership and maritime industry – discuss cargo and cruise issues.

Wednesday, March 23, 2022

7:45 a.m. – 8:15 a.m.	Breakfast available at hotel.
8:15 a.m. – 8:30 a.m.	Transport to Hotel Alba in Tampa for Florida Supply Chain Summit hosted by the University of South Florida. Transport to be provided by Port Tampa Bay vehicle.
8:45 a.m. – 10:00 a.m.	Presentation and discussion on current supply chain activities and investments by Florida seaports to increase capacity and growth. This will include presentations from several Florida seaports – including Tampa, Manatee, Everglades, Jacksonville and Miami.
10:00 a.m. – 10:30 a.m.	Open discussion and question opportunity with stakeholders, university officials and seaports on supply chain issues.
10:30 a.m. – 11:15 a.m.	Presentation and Discussion by Florida Importers and Exporters on the Global Supply Chain.
11:15 a.m. – 12:00 p.m.	Summit Break and Lunch Buffett. Lunch at the Supply Chain Summit location to allow for ongoing discussion of supply chain issues.
12:00 p.m. – 1:30 p.m.	Presentation by Florida Executive Leadership and Florida Department of Transportation on investments and opportunities in Florida's freight network.
1:30 p.m. – 5:30 p.m.	Transport to Port Manatee for landside tour of Port Manatee facilities. This will provide participants with an opportunity to visit and see multiple cargo and fuel facilities on the seaport. Transport to be provided by Port Manatee vehicle.
5:30 p.m. – 6:30 p.m.	Transport back to Home2 Suites by Hilton Downtown Channel District in Tampa. Transport to be provided by Port Tampa Bay vehicle.

6:30 p.m. – 7:00 p.m.	Personal time for participants to check in with their offices and relax.
7:00 p.m. – 7:10 p.m.	Transport to dinner at restaurant in Tampa. Transport to be provided by Port Tampa Bay vehicle.
7:10 p.m. – 8:30 p.m.	Dinner at restaurant in Tampa. Dinner will provide at least 30 minutes for discussion with Port Manatee leadership and maritime industry – discuss cargo and cruise issues.

Thursday, March 24, 2022

7:00 a.m. – 8:00 a.m.	Breakfast available at the Hotel.
8:15 a.m. – 8:25 a.m.	Transport to meetings at Port Tampa Bay meeting facilities. Transport will be provided by Port Tampa Bay vehicle.
8:30 a.m. – 11:30 a.m.	Open roundtable discussion with representatives from Florida's seaports, state transportation officials, and other freight mobility stakeholders to discuss supply chain issues in Florida. This meeting will provide participants with an opportunity to discuss state and federal supply chain issues and potential projects that are eligible for federal funds to help solve capacity and supply chain problems.
11:30 p.m. – 1:30 p.m.	Working lunch at the Port Tampa Bay meeting facilities. This will provide an opportunity for a continuation of the discussion on supply chain issues.
1:30 p.m. – 2:00 p.m.	Transport to Tampa International Airport. Transport to be provided Port Tampa Bay vehicle.
3:17 p.m.	American Airline Flight Departs TPA to DCA.

**ARMY CIVIL WORKS PROGRAM
INFRASTRUCTURE INVESTMENT AND JOBS ACT, 2022
INVESTIGATIONS WORK PLAN**

STATE	DIVISION	BUSINESS PROGRAM 1/	STUDY OR PROGRAM	FY 2022 ALLOCATION	SUMMARY OF WORK TO BE ACCOMPLISHED WITH ALLOCATION
AK	POD	NHD	ELIM SUBSISTENCE HARBOR, AK	3,335,000	Complete preconstruction engineering and design phase
AL	SAD	FDRR	SELMA, AL	803,000	Initiate and complete preconstruction engineering and design phase
CA	SPD	AER	IMPERIAL STREAMS SALTON SEA, CA	1,500,000	Initiate and complete feasibility study phase
CA	SPD	NHD	PORT OF LONG BEACH NAVIGATION IMPROVEMENTS, CA	7,993,000	Initiate and complete preconstruction engineering and design phase
CA	SPD	FDRC	SAN DIEGO COUNTY SHORELINE (OCEANSIDE) MITIGATION, CA (SECTION 414)	1,820,000	Complete feasibility study phase
CA	SPD	FDRC	SAN FRANCISCO WATERFRONT STORM DAMAGE REDUCTION, CA	5,000,000	Complete feasibility study phase
CA	SPD	FDRC	SOUTH SAN FRANCISCO BAY SHORELINE, CA (PALO ALTO) - <i>PREVIOUSLY KNOWN AS PHASE II</i>	1,700,000	Initiate and complete feasibility study phase
FL	SAD	NHD	MIAMI HARBOR IMPROVEMENTS, FL	2,245,000	Complete feasibility study phase
FL	SAD	FDRC	NORTH AND SOUTH PONTE VEDRA, FL	1,000,000	Complete feasibility study phase
FL	SAD	NHD	TAMPA HARBOR, FL (GENERAL REEVALUATION REPORT)	1,900,000	Complete general reevaluation report
IL	LRD	FDRC	CHICAGO SHORELINE, IL (GENERAL REEVALUATION REPORT)	1,500,000	Complete general reevaluation report
NM	SPD	AER	ESPANOLA VALLEY, RIO GRANDE AND TRIBUTARIES, NM	1,660,000	Complete preconstruction engineering and design phase
NM	SPD	FDRR	MIDDLE RIO GRANDE FLOOD PROTECTION, BERNALILLO TO BELEN, NM	1,300,000	Initiate and complete preconstruction engineering and design phase
NY	NAD	AER	SPRING CREEK SOUTH, JAMAICA BAY (HOWARD BEACH), QUEENS, NY	1,200,000	Complete feasibility study phase
WV	LRD	FDRR	KANAWHA RIVER BASIN, WV	1,500,000	Initiate and complete feasibility study phase
XX	HQ	RI	FLOOD PLAIN MANAGEMENT SERVICES	45,000,000	Provide site-specific flood and flood plain data and assistance to State and local communities.
XX	HQ	RI	PLANNING ASSISTANCE TO STATES	30,000,000	Provide planning and technical assistance to States and local communities for a wide variety of water resource efforts.
			GRAND TOTAL	109,456,000	

1/ KEY:	BUSINESS PROGRAM
AER	AQUATIC ECOSYSTEM RESTORATION
FDRC	FLOOD DAMAGE REDUCTION COASTAL
FDRR	FLOOD DAMAGE REDUCTION RIVERINE
NHD	COASTAL NAVIGATION DEEP DRAFT
RI	REMAINING ITEM

**ARMY CIVIL WORKS PROGRAM
INFRASTRUCTURE INVESTMENT AND JOBS ACT, 2022
OPERATION AND MAINTENANCE WORK PLAN**

STATE	DIVISION	BUSINESS PROGRAM 1/	PROJECT	FY 2022 ALLOCATION	SUMMARY OF WORK TO BE ACCOMPLISHED WITH ALLOCATION
CT	NAD	FDRR/REC	NORTHFIELD BROOK LAKE, CT	106,000	Damage Repair - Remove sediment from bridge area, Demolish restroom building, and Remove Debris from Log Boom and Recreation area.
CT	NAD	NHS	PATCHOGUE RIVER, CT	760,000	Dredging and Surveys
CT	NAD	NHS	SOUTHPORT HARBOR, CT	1,280,000	Dredging and Surveys
CT	NAD	FDRR/REC	THOMASTON DAM, CT	90,000	Repair access road washout (Damage Repair) and OHV trails and Remove Debris from Log Boom, roads and facilities (Damage Repair).
CT	NAD	FDRR/REC	WEST THOMPSON LAKE, CT	800,000	Clean up Debris (Damage Repair), Modernize West Thompson Lake Campground Electrical Sites, and Pave Boat Ramp Parking Lot and Campground Access Road.
DC	NAD	NHD	WASHINGTON HARBOR, DC	400,000	Engineering and design for full replacement or repair of Washington Tidal Inlet Flood Gates.
DE	NAD	NHS	HARBOR OF REFUGE, DELAWARE BAY, DE	250,000	Damage Repair - Major Maintenance Report - Breakwater/Lighthouse Foundation at Harbor of Refuge
DE	NAD	NHS	INDIAN RIVER INLET & BAY, DE	43,871,000	Repair, Plans and Specs for North and South Jetties (Damage Repair) and Bulkhead and survey for
DE	NAD	NHS	INTRACOASTAL WATERWAY, DELAWARE RIVER TO CHESAPEAKE BAY, DE & MD	3,200,000	Demolish and Replace Existing Contaminated Carpenters and Bridge Shop and Purchase Canal Slope Stability Stone
DE	NAD	NHD	INTRACOASTAL WATERWAY, REHOBOTH BAY TO DELAWARE BAY, DE	3,785,000	Dredging and Surveys
FL	SAD	NIL	AIWW, NORFOLK, VA TO ST JOHNS RIVER, FL, GA, SC, NC & VA	5,000,000	Dredging and Surveys
FL	SAD	NHS	ANCLOTE RIVER, FL	5,000,000	Dredging and Surveys
FL	SAD	NHS	APALACHICOLA BAY, FL	4,000,000	Dredging and Surveys
FL	SAD	NHD	CANAVERAL HARBOR, FL	15,000,000	Dredging and Surveys
FL	SAD	FDRR/REC	CENTRAL & SOUTHERN FLORIDA, FL	535,000	Replace Bulkheads S-308 and Energy Efficiency Improvements at W.P. Franklin Campground.
FL	SAD	NHS	ESCAMBIA AND CONECUH RIVERS, FL & AL	1,979,000	Dredging and Surveys
FL	SAD	NHS	FORT MYERS BEACH, FL	4,100,000	Dredging and Surveys
FL	SAD	NHD	JACKSONVILLE HARBOR, FL	23,960,000	Dredging, Surveys, Maintenance of the Dredged Material Disposal Facility, and Plan and Specs for Jetty maintenance.
FL	SAD	NHD	MANATEE HARBOR, FL	12,000,000	Maintenance of Dredged Material Disposal Facility
FL	SAD	REC	OKEECHOBEE WATERWAY, FL	360,000	Rehabilitation and upgrade of the electric transmission system at the east loop of the Ortona South campground.
FL	SAD	NHD	PALM BEACH HARBOR, FL	6,000,000	Dredging and Surveys
FL	SAD	NHS	PONCE DE LEON INLET, FL	6,000,000	Dredging and Surveys
FL	SAD	NHD	TAMPA HARBOR, FL	15,000,000	Dredging, Surveys and Maintenance of Dredged Material Disposal Facility.
GA	SAD	FDRR/REC/ENS	ALLATOONA LAKE, GA	446,000	Remove Dam Rockfall Threat

MARITIME ADMINISTRATION

Mrs. Branden Leay Villalona, IMPE
Director, Inland Waterways Gateway
Acting Director, South Atlantic Gateway
Maritime Administration — U.S. Department of Transportation

M 202.384.6001

branden.villalona@dot.gov



U.S. Department
of Transportation

DISCRETIONARY GRANT PROGRAMS

- **Port Infrastructure Development Program (PIDP)**
 - 2021 PIDP – 25 Grants
[10 Large > \$5 M & 15 Small < \$5 M]
 - 2022 IIJA PIDP \$450M
NOFO announcement pending – Likely Mid-February
 - 2022 PIDP – Awaiting appropriation
- **Marine Highway Program (AMH)**
 - 2021 AMH Grants – Grant agreements – 9 Grants
 - Project Designations – In concurrence
 - 2022 IIJA AMH \$25M – NOFO in mid-February
 - 2022 AMH – Awaiting appropriation
- **2022 RAISE – \$1.5B – Applications Due 14 April 2022**
- **2022 INFRA – Awaiting appropriation**
- **2022 IIJA NIP – Pending NOFO – Likely Mid-February**

**TOTAL INVESTMENT AS
OF JANUARY 2022**

\$5.8 B

There are 41 States with navigable waterways and/or ocean access. Current projects encompass 36 of those States.

Total port projects	158
Ports awarded grants:	79
Ports awarded 2+grants:	25
Number of States	36
Number of Territories	2



U.S. Department
of Transportation

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Infrastructure Investment and Jobs Act of 2021 ("Bipartisan Infrastructure Law")

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2022 RAISE grant program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. This program is referred to as the Local and Regional Project Assistance Program in the Infrastructure Investment and Jobs Act("Bipartisan Infrastructure Law"). The Department intends to update this Notice of Funding Opportunity on or before January 30, 2022 with complete program requirements and application information.

DATES: Applications must be submitted by 5:00 PM Eastern on April 14, 2022.

ADDRESSES: Applications must be submitted through Grants.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, please contact the RAISE grant program staff via e-mail at RAISEgrants@dot.gov, or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of

From: [Williams, Alexa](#)
To: cdavis@aapa-ports.org; jwalker@aapa-ports.org; fisher@greatlakesports.org; whhanson@gldd.com; choyt@nmma.org; Mike Rubin; James H. I. Weakley
Cc: [Seiger, Ryan](#); [Bauman, Michael](#); [Hambleton, Ryan](#); [Beaumont, Melissa](#); [Parker, Leslie](#); [Camp Wenk, Abigail](#); [Pawlow, Jon](#)
Subject: Stakeholder meetings on Proposals for WRDA 2022
Date: Friday, December 10, 2021 10:54:30 AM

All:

The Water Resources Development Act (WRDA) is the comprehensive water resources law successfully enacted in each of the last four Congresses. Biennial enactment of WRDA legislation provides Congress with a regular opportunity to oversee Corps policy on the development and implementation of Corps studies and projects.

Beginning early next year, the Committee will be asking House Members to submit project, study, and policy requests for consideration on a WRDA2022. To inform that process, the staffs of the Committee on Transportation and Infrastructure, Subcommittee on Water Resources and Environment are initiating bipartisan stakeholder discussions for potential WRDA2022 proposals.

I would invite you (or your designee) to attend a stakeholder meeting on **Wednesday, December 15, at 4 p.m. remotely via Zoom**. If there are significant conflicts, **3 p.m. on Friday, December 17** would be the alternative. Please let me know which is collectively preferred. We are requesting any information or proposals for policy/project related that your organization may be requesting for consideration in WRDA2022.

For more information throughout this process, please see the Committee website for WRDA 2022 (<https://transportation.house.gov/committee-activity/issue/water-resources-development-act-of-2022>).

Please RSVP to me (alexa.williams2@mail.house.gov) with information on the person from your organization that may be able to attend this meeting, and we'll circulate the Zoom link via calendar invite.

If you have any questions, please feel free to reach out.

Alexa Williams
Professional Staff
Subcommittee on Water Resources and Environment
Committee on Transportation and Infrastructure

Tab 8

Partner Updates

**ANNUAL CONVENTION & EXPO**

— ORLANDO, FLORIDA • OCT 16-19 —

**ANNUAL CONVENTION & EXPO**

— ORLANDO, FLORIDA • OCT 16-19 —

• LOEWS ROYAL PACIFIC RESORT AT UNIVERSAL ORLANDO •

**Register Today** [CLICK HERE](#)

The **AAPA Annual Convention & Exposition** is the premier gathering of port professionals, terminal operators, service providers, and supply chain partners. Its leading-edge business program explores the latest trends, and its dynamic exhibit hall showcases innovation solutions.



TRADE MISSION TO MEXICO

Mexico City | Veracruz | Merida
June 19-24, 2022



Organized by:



WORLD TRADE CENTER®
MIAMI



SRE
CONSULADO GENERAL
DE MÉXICO
EN MIAMI

In partnership with:





TRADE MISSION TO MEXICO

Mexico City, Merida, and Veracruz

June 19-24, 2022

In partnership with the Coral Gables Chamber of Commerce, the Florida Ports Council & the Consulate of Mexico in Miami

Port Track
Gold Key Track
Participant Track
VIP Track

SUNDAY, JUNE 19, 2022

10:20 AM

WHEELS UP

Flight: Miami International Airport to Mexico City
International Airport
Airline: American Airlines
Flight#: 2416
Flight Time: 3 hours 25 minutes
Aircraft: Airbus 319
Miles: 1,276

*Mexico City, Merida, and Veracruz are on Central Daylight Time Zone
One hour behind Miami, Florida USA*

12:45 PM

WHEELS DOWN

Arrive: Mexico City International Airport

2:15 PM

HOTEL CHECK-IN

Hotel: Mexico City Marriott Reforma Hotel
Address: Paseo de la Reforma 276 Col. Juarez
Mexico City, Mexico 06600
Phone: +52 55 1102 7030

AFTERNOON

NO EVENTS OR MEETINGS SCHEDULED

6:00 PM **WELCOME RECEPTION**
Hotel:
Room:
Track: All Tracks

MONDAY, JUNE 20, 2022

8:00 AM – 9:30 AM **COUNTRY BRIEFING BREAKFAST**
Hotel:
Room:
Track: All Tracks

9:30 AM – 10:30 AM **GOLD KEY PARTICIPANTS MEET WITH TRADE SPECIALISTS**
Hotel:
Room:
Track: Gold Key

10:00 AM – 11:30 AM **MEETING WITH FOREIGN MINISTER, MARCELO EBRARD CASAUBÓN**
Location: Plaza Juárez 20, Col. Centro, 06010
Track: VIP

11:15 AM – 12:15 PM **OPEN FOR MEETINGS WITH MEXICAN GOVERNMENT OFFICIALS AND BUSINESS ORGANIZATIONS**
Location:
Room:
Track: VIP

10:30 AM – 12:30 PM **ONE-ON-ONE BUSINESS APPOINTMENTS**
Hotel:
Room:
Track: Gold Key

12:30 PM – 2:00 PM **NETWORKING LUNCH WITH THE AMERICAN CHAMBER OF COMMERCE OF MEXICO**
Location:
Room:
Track: All Tracks

2:15 PM- 5:00 PM **ONE-ON-ONE BUSINESS APPOINTMENTS**
Hotel:
Room:
Track: Gold Key

- 2:30 PM- 4:00 PM MEETING WITH MEXICAN PORT COORDINATOR, CAPITÁN DE ALTURA, ANA LAURA LÓPEZ BAUTISTA, COORDINADORA GENERAL DE PUERTOS Y MARINA MERCANTE AND MEXICAN GULF PORT DIRECTORS
Location:
Room:
Track: Port
- 4:00 PM-5:30 PM MEETING OF THE FLORIDA-MEXICO WORKING GROUP ON MARITIME COMMERCE
Location:
Room:
Track: Port
- 4:30 PM- 5:30 PM MEETING WITH BOARD MEMBERS OF COMCE MEXICAN BUSINESS COUNCIL FOR FOREIGN TRADE, INVESTMENT AND TECHNOLOGY (COMCE)
Location:
Room:
Track: All Tracks
- 6:30 PM WELCOME RECEPTION HOSTED BY KEN SALAZAR, U.S. AMBASSADOR TO MEXICO
Location: Paseo de la Reforma 305 Colonia Cuauhtémoc 06500, Ciudad de México, CDMX, México
Track: All Tracks
- 9:00 PM ARRIVE AT HOTEL

TUESDAY, JUNE 21, 2022

- 8:30 AM – 12:00 NOON HOW TO EXPORT TO THE UNITED STATES USING FLORIDA AS YOUR POINT OF ENTRY
Hotel:
Room:
Track: Participants
Co-sponsors: AMCHAM & CONCANCO
- 9:00 AM – 10:30 AM MEETING WITH MEXICAN SECRETARY OF ECONOMY, TATIANA CLOUTHIER
Location: Pachuca 189, Col. Condesa, 06140
Room:
Track: VIP

11:00 AM – 12:00 NOON	<u>MEETING WITH MIGUEL TORRUCO MÁRQUES, SECRETARY OF TOURISM</u> Location: Avenida Presidente Masaryk 172, Bosques de Chapultepec, 11580 Room: Track: VIP & Ports
9:00 AM – 12:00 NOON	<u>ONE-ON-ONE BUSINESS APPOINTMENTS</u> Hotel: Room: Track: Gold Key
12:30 PM – 2:00 PM	<u>NETWORKING LUNCH WITH THE CONFEDERATION OF THE NATIONAL CHAMBERS OF COMMERCE (CONCANACO)</u> Hotel: Room: Track: Gold Key, Participant & VIP
2:00 PM – 5:00 PM	<u>ONE-ON-ONE BUSINESS APPOINTMENTS</u> Hotel: Room: Track: Gold Key
TBD	<u>HOLD FOR: SUGGESTED MEETINGS WITH HIGH LEVEL GOVERNMENT OFFICIALS: RAQUEL BUENROSTRO SANCHEZ, CHIEF OF THE SERVICIO DE ADMINISTRACIÓN TRIBUTARIA (SAT), INGENIERO JORGE ARGANIS DIAZ LEAL, SECRETARY OF INFRAESTRUCTURE, COMMUNICATIONS AND TRANSPORTATION, OR VÍCTOR MANUEL VILLALOBOS, SECRETARY OF AGRICULTURE AND RURAL DEVELOPMENT</u>
3:00 PM-5:00 PM	<u>MEETING WITH THE CONSEJO MEXICANO DE ASUNTOS INTERNACIONALES (COMEXI)</u> Location: Room: Track: VIP
EVENING	<u>NO SCHEDULED EVENTS</u> Track: All Tracks

WEDNESDAY, JUNE 22, 2022

**Alternative track for non-port participants: Tourism*

5:50 AM	<u>DEPART FOR MEXICO CITY INTERNATIONAL AIRPORT</u> Location: Hotel Lobby Track: Port
9:35 AM	<u>WHEELS UP</u> Flight: Mexico City to Veracruz Airline: Aeromexico Flight#: 852 Flight Time: 1 hour 2 minutes Aircraft: Embraer 190 Miles: 189 miles Track: Port
10:37 AM	<u>WHEELS DOWN</u> Location: Veracruz International Airport Track: Port
11:30 AM - 12:30 PM	<u>PORT OF VERACRUZ BRIEFING</u> Location: Track: Port
12:45 PM - 2:00 PM	<u>LUNCH WITH PORT OF VERACRUZ OFFICIALS, GOVERNOR CUTLAHUAC GARCIA AND MAYOR FERNANDO YUNES MÁRQUEZ</u> Location: Track: Port
2:30 PM - 3:30 PM	<u>TOUR OF PORT OF VERACRUZ WITH ALMIRANTE ROMEL EDUARDO LEDEZMA</u> Location: Track: Port
3:30 PM-4:00 PM	<u>MEETING WITH ING. MIGUEL ÁNGEL SIERRA ARRASCO, GENERAL DIRECTOR OF THE PORT OF COATZACOALCOS</u> Location: Track: Port
5:22 PM	<u>WHEELS UP</u> Flight: Mexico City to Veracruz

Airline: Aeromexico
Flight#: 861
Flight Time: 1 hour132 minutes
Aircraft: Embraer 190
Miles: 189 miles
Track: Port

6:35 PM

WHEELS DOWN

Location: Mexico City International Airport
Track: Port

EVENING

NO SCHEDULED EVENTS

THURSDAY, JUNE 23, 2022

8:30 AM

WHEELS UP

Flight: Mexico City to Merida
Location: Mexico City International Airport
Airline: Aeromexico
Flight#: 840
Flight Time: 1 hour 59 minutes
Aircraft: Boeing 737 MAX
Miles: 618
Track: All Tracks

10:29 AM

WHEELS DOWN

Location: Merida International Airport
Track: All Tracks

11:45 AM

HOTEL CHECK-IN

Hotel: Hyatt Regency Merida
Address: Ave. Colon esq Calle 60, a 100 metros del Paseo
Montejo, Merida, 97000 Mexico
Phone: +55-999-942-1234
Track: All Tracks

12:30 PM - 2:00 PM

COMMERCIAL BRIEFING LUNCHEON ON MERIDA

Hotel:
Room:
Track: All Tracks

2:15 PM – 2:45 PM	<u>GOLD KEY PARTICIPANTS MEET WITH TRADE SPECIALISTS</u> Hotel: Room: Track: Gold Key
2:15 PM – 3:15 PM	<u>MEETING WITH BOARD OF DIRECTORS OF CHAMBER OF COMMERCE OR OTHER BUSINESS ASSOCIATION</u> Location: Room: Track: Gold Key, Participant & VIP
3:00 PM – 5:00 PM	<u>ONE-ON-ONE BUSINESS APPOINTMENTS</u> Hotel: Room: Track: Gold Key
3:15 PM – 5:00 PM	<u>OPEN FOR MEETING WITH YUCATAN AND MERIDA GOVERNMENT OFFICIALS (Sustainability Roundtable, etc.): MAURICIO DOSAL VILLA, GOVERNOR, RENÁN BARRERA, MAYOR OF MÉRIDA</u> Location: Room: Track: VIP
6:00 PM	<u>DEPART FOR U.S. CONSUL GENERAL RESIDENCE</u> Location: Hotel Lobby
6:30 PM – 8:30 PM	<u>NETWORKING RECEPTION HOSTED BY DOROTHY NGUTTER, U.S. CONSUL GENERAL</u> Location: Track: All Tracks
9:00 PM	<u>ARRIVE AT HOTEL</u>

FRIDAY, JUNE 24, 2022

7:00 AM – 8:30 AM	<u>BREAKFAST ON YOUR OWN</u> Location: Tracks: All Tracks
8:00 AM	<u>PORT DIRECTORS DEPART FOR PORT OF PROGRESO</u> Location: Hotel Lobby Track: Port

9:00 AM – 10:00	<u>MEETING WITH PORT OF PROGRESO DIRECTOR, ALMIRANTE JORGE CARLOS TOBILLA RODRÍGUEZ</u> Location: Track: Port
10:00AM – 11:00 AM	<u>TOUR OF PORT OF PROGRESO</u> Location: Track: Port
8:30 AM – 11:30 AM	<u>HOW TO EXPORT TO THE UNITED STATES USING FLORIDA AS YOUR POINT OF ENTRY</u> Hotel: Room: Co-sponsor: Chamber of Commerce/Industry Association Track: Port & Participant
9:00 AM – 12:00 NOON	<u>ONE-ON-ONE BUSINESS APPOINTMENTS</u> Hotel: Room: Track: Gold Key
9:00 AM – 10:00 AM	<u>MEETING WITH LIC. ERNESTO HERRERA NOVELO, SECRETARY OF ECONOMY AND WORK DEVELOPMENT OF YUCATÁN</u> Location: Room: Track: VIP
10:00 AM – 11:00 AM	<u>MEETING WITH MICHELLE FRIDMAN, SECRETARY OF TOURISM OF YUCATÁN</u> Location: Room: Track: VIP
12:35 PM	<u>DEPART OF MERIDA INTERNATIONAL AIRPORT</u> Location: Hotel Lobby
3:05 PM	<u>WHEELS UP</u> Flight: Merida International Airport to Miami International Airport Airline: American Airlines Flight#: 3555 Flight Time: 1 hour 55 minutes Aircraft: Embraer 175

Miles: 682

*Miami, FL USA is on Eastern Daylight Time Zone
One hour ahead of Merida, Mexico*

5:55 PM

WHEELS DOWN

Location: Miami International Airport

--END OF MISSION--



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MIAMI

Sponsorship Opportunities

Trade Mission to Mexico
México City, Veracruz and Mérida
June 19-24, 2022

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Platinum Sponsorship - \$25,000

- Three (3) delegate registrations
- Opportunity to deliver remarks at event of your choosing
- 10 invitations to the Welcome Receptions (Mexico City and Merida)
- Recognition of sponsorship in all public events, promotional materials, and press releases

Gold Sponsorship - \$10,000

- Two (2) delegate registrations
- 7 invitations to the Welcome Receptions (Mexico City and Merida)
- Recognition of sponsorship in all public events, promotional materials, and press releases

Silver Sponsorship - \$5,000

- Two (2) delegate registrations
- 5 invitations to the Welcome Receptions (Mexico City and Merida)
- Recognition of sponsorship in all public events, promotional materials, and press releases

Bronze Sponsorship - 2,500

- One (1) delegate registration
- 3 invitations to the Welcome Receptions (Mexico City and Merida)
- Recognition of sponsorship in all public events, promotional materials, and press releases

Supporting Sponsorship - \$1,200

- 2 invitations to the Welcome Receptions (Mexico City and Merida)
- Recognition of sponsorship in all public events, promotional materials, and press releases

Specific mission event sponsorships are available.

Please contact Ivan Barrios (ibarrios@wtcmiami.org) and Alice Ancona (aancona@wtcmiami.org) or at 305-871-7910 for more details.

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Section 215(h)(1)(A) of the Banking Bill requires that the Commissioner shall “periodically adjust” the price paid by users. On at least an annual basis, SSA will monitor costs incurred to provide eCBSV services and will revise the tier fee schedule accordingly. We will notify PE’s of the tier fee schedule in effect at the renewal of eCBSV user agreements, and via notice in the **Federal Register**. At that time, PE’s can cancel the agreement or renew service according to the new tier fee schedule.

Michelle King,

Deputy Commissioner, for Budget, Finance, and Management.

[FR Doc. 2022–00638 Filed 1–13–22; 8:45 am]

BILLING CODE 4191–02–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2018–0346]

Safe Driver Apprenticeship Pilot Program To Allow Persons Ages 18, 19, and 20 To Operate Commercial Motor Vehicles in Interstate Commerce

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice and establishment of pilot program.

SUMMARY: On September 10, 2020, FMCSA proposed a pilot program to allow persons ages 18, 19, and 20 to operate commercial motor vehicles (CMVs) in interstate commerce. That pilot was never implemented. However, the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021, requires FMCSA to establish a pilot program that would allow employers to establish an apprenticeship program for certain 18-, 19-, and 20-year-old drivers to operate commercial vehicles in interstate commerce. This notice addresses the comments received on the September 10, 2020, notice and provides the details on the establishment of the Safe Driver Apprenticeship Pilot Program required by the IIJA.

FOR FURTHER INFORMATION CONTACT: Ms. Nikki McDavid, Commercial Driver’s License Division, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, nikki.mcdavid@dot.gov, (202) 366–0831. If you have questions about viewing or submitting material to the docket, call DOT Dockets Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Definitions

For the purposes of the Safe Driver Apprenticeship Pilot Program, FMCSA is using the following definitions, as prescribed in section 23022 of IIJA:

Apprentice—An individual who is under the age of 21 and holds a commercial driver’s license (CDL).

Commercial driver’s license (CDL)—A license issued by a State to an individual authorizing the individual to operate a class of CMV.

Commercial motor vehicle (CMV)—Any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle—(1) has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or (2) is designed or used to transport more than 8 passengers (including the driver) for compensation; or (3) is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or (4) is used in transporting material found by the Secretary of Transportation (the Secretary) to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, subtitle B, chapter I, subchapter C.

Driving time—All time spent at the driving controls of a CMV in operation.

Experienced driver—An individual who

1. Is not younger than 26 years of age;
2. Has held a commercial driver’s license for the 2-year period ending on the date on which the individual serves as an experienced driver;
3. During the 2-year period ending on the date on which the individual serves as an experienced driver, has had no
 - i. preventable accidents reportable to the Department; or
 - ii. pointed moving violations; and
4. Has a minimum of 5 years of experience driving a CMV in interstate commerce.

On-duty time—All time from the time a driver begins to work or is required to be in readiness to work until the time the driver is relieved from work and all responsibility for performing work. *On-duty time* shall include:

1. All time at a plant, terminal, facility, or other property of a motor carrier or shipper, or on any public property, waiting to be dispatched, unless the driver has been relieved from duty by the motor carrier;
2. All time inspecting, servicing, or conditioning any CMV at any time;

3. All driving time as defined in the term *driving time*;

4. All time in or on a CMV, other than:

i. Time spent resting in or on a parked vehicle, except as otherwise provided in § 397.5;

ii. Time spent resting in a *sleeper berth*; or

iii. Up to 3 hours riding in the passenger seat of a property-carrying vehicle moving on the highway immediately before or after a period of at least 7 consecutive hours in the sleeper berth;

5. All time loading or unloading a CMV, supervising, or assisting in the loading or unloading, attending a CMV being loaded or unloaded, remaining in readiness to operate the CMV, or in giving or receiving receipts for shipments loaded or unloaded;

6. All time repairing, obtaining assistance, or remaining in attendance upon a disabled CMV;

7. All time spent providing a breath sample or urine specimen, including travel time to and from the collection site, to comply with the random, reasonable suspicion, post-crash, or follow-up testing required by part 382 when directed by a motor carrier;

8. Performing any other work in the capacity, employ, or service of, a motor carrier; and

9. Performing any compensated work for a person who is not a motor carrier.

Pointed moving violation—A violation that results in points being added to the license of a driver, or a similar comparable violation, as determined by the Secretary.

II. Legal Basis

Subject to limited exceptions for farm vehicle drivers of articulated CMVs (49 CFR 391.67) and private (non-business) motor carriers of passengers (49 CFR 391.68), drivers of CMVs engaged in interstate commerce must be at least 21 years of age, whether or not operation of the CMV requires a CDL (49 CFR 391.11(b)(1)).

Under 49 U.S.C. 31315 and 31136(e), the Secretary has authority to grant waivers and exemptions from the Federal Motor Carrier Safety Regulations (FMCSRs) and to conduct pilot programs in which one or more exemptions are granted to allow for the testing of innovative alternatives to certain FMCSRs. FMCSA must publish in the **Federal Register** a detailed description of each pilot program, including the exemptions being considered, and provide notice and an opportunity for public comment before the effective date of the program. The Agency is required to ensure that the

safety measures in the pilot programs are designed to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved through compliance with the safety regulations. The maximum duration of a pilot program is 3 years. The regulatory standards for pilot programs are codified at 49 CFR part 381, subparts D and E. At the conclusion of each pilot program, FMCSA must report to Congress its findings, conclusions, and recommendations, including suggested amendments to laws and regulations that would enhance motor carrier, CMV, and driver safety, and improve compliance with the FMCSRs.

Section 23022 of IIJA requires that the Secretary establish a pilot program allowing employers to establish apprenticeship programs that would enable 18-, 19-, and 20-year-old drivers with CDLs to operate a CMV in interstate commerce. Under this same section, the Secretary must establish the pilot program not later than 60 days after the date of enactment of IIJA.

III. Discussion

FMCSA must publish in the **Federal Register** a detailed description of each pilot program, including the exemptions being considered, and provide notice and an opportunity for public comment before the effective date of the program. On September 10, 2020, FMCSA published a **Federal Register** notice proposing the requirements of a younger driver pilot program, including the exemptions being considered, and provided the public the opportunity to comment. The exemptions identified in that notice were relief from the effect of the intrastate only (or “K”) restriction that would appear on a CDL under 49 CFR 383.153(a)(10)(vii) and an exemption from the requirement that a CMV driver operating in interstate commerce be at least 21 years of age under 49 CFR 391.11(b)(1). On November 15, 2021, IIJA, commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law. Section 23022 of the BIL requires FMCSA to establish a pilot program that would allow motor carriers to begin an apprenticeship program as outlined in the BIL. The apprenticeship program must consist of two probationary periods, one for 120 hours and the other for 280 hours, each of which includes minimum hours of driving time with an experienced driver and performance benchmarks. In addition, the CMVs to be operated during the pilot program must be equipped with specific vehicle safety technologies. Additional requirements can be found later in this notice.

The pilot program proposed in the September 2020 **Federal Register** notice and the apprenticeship pilot program required under section 23022 of the BIL are substantially the same. Both call for two probationary periods, one for 120 hours and the other for 280 hours, and specific vehicle safety technologies. Additionally, the exemptions required for this pilot program are the same as those identified in the September 2020 notice. Because of the similarity between the pilot program proposed in September of 2020 and the requirements for the pilot program mandated by section 23022 of the BIL, FMCSA has determined that the September 2020 notice, and the comments received thereon, can satisfy the notice and comment requirement from 49 CFR 381.500(d). FMCSA summarizes the comments received on the September 2020 notice below.

IV. Discussion of Comments

In the September 10, 2020, **Federal Register** notice, FMCSA outlined its proposed pilot program and requested comments on any additional safeguards, the ability to obtain enough drivers, the vehicle technology requirements, limits to the distance apprentices can operate, data collection burdens, and limits on driver participation that FMCSA should consider in developing the pilot program requirements.

FMCSA received 201 comments to the docket, of which 10 were duplicate submissions. Of the 191 distinct submissions, 127 commenters favored the proposal, while 50 opposed it. Twenty members of Congress submitted a letter to the docket supporting the program. Other commenters remained neutral, offered conditional support, provided responses to the questions posed in the notice, or offered other suggestions. More than 139 individuals and 62 organizations commented.

The organizations that favored the pilot program included the American Trucking Associations, Commercial Vehicle Training Association, International Foodservice Distributors Association, National Association of Chemical Distributors, National Grocer Association, National Retail Federation, the Port Authority of New York and New Jersey, and the Truckload Carriers Association. In addition, numerous private citizens, motor carriers, training schools, State trucking associations, State Drivers Licensing Agencies, and other professional trade associations offered full or conditional support for the initiation of the younger driver pilot program proposed in the September 2020 **Federal Register** notice.

Commenters including the American Association of Motor Vehicle Administrators, Commercial Vehicle Safety Alliance, Insurance Institute for Highway Safety, and several motor carriers, private citizens, and other professional trade associations asked for clarification, provided data, and offered recommendations.

Those opposing the initiation of the younger driver pilot program included Advocates for Highway and Auto Safety, Citizens for Reliable and Safe Highways, the National Safety Council, National Transportation Safety Board, the Owner-Operator Independent Drivers Association, Parents Against Tired Truckers, and the Truck Safety Coalition. These opponents focused on safety, noting that younger drivers are more distracted and have higher rates of crashes, and cited the Centers for Disease Control and Prevention, which says that teenagers are unable to correctly analyze dangerous situations.

In addition, opponents also mentioned that the driver age should be raised to 25 years old and that younger drivers will not be able to handle differing conditions that exist across the country, such as weather, terrain, and varying laws.

Public Comments on 2020 Notice

The 2020 **Federal Register** notice asked several questions related to the additional safeguards, the ability to obtain enough drivers, the vehicle technology requirements, limits to the distance apprentices may operate, data collection burdens, and limits on driver participation.

Additional safeguards. FMCSA asked the public whether it should consider any additional safeguards to ensure that the pilot program provides an equivalent level of safety to the regulations without the age exemption. Most commenters that provided feedback on the question felt that no additional safeguards would be needed. The commenters that recommended specific safeguards cited behavior tests, pre-program Commercial Learner's Permit (CLP) skills test, added training hours, recording devices, and additional insurance. Section 23022 of the BIL establishes detailed safeguards that should be included as part of the pilot program for driver apprentices, some of which were suggested by commenters (such as recording devices), and as such FMCSA is adopting these as part of the Safe Driver Apprenticeship Pilot Program.

Control group drivers. FMCSA asked the public if carriers would be able to obtain enough drivers to serve in the control group. The commenters that

provided feedback on the question believed that carriers should be able to obtain enough drivers for the control group. Some commenters did mention that small carriers may find it difficult to find control group drivers. FMCSA has decided to not collect data on a specific control group and will instead utilize comparison data on current CMV drivers, including both intrastate and interstate.

Vehicle technology requirements. FMCSA asked whether the technology requirements proposed for the pilot program would limit participation by smaller companies. The majority of commenters that provided feedback did believe that the technology requirements may limit smaller motor carriers from participating in the pilot program. One commenter felt that although the technology requirements may be costly initially, as technology becomes more available the costs will go down over time. FMCSA acknowledges that the requirements may limit smaller company participation, but as they are now required by section 23022 of the BIL, they must be included. FMCSA will take this fact into consideration when it analyzes the data and completes its final report on the pilot.

Distance limits. FMCSA asked whether it should limit the distance that pilot program participants be allowed to operate. The majority of commenters that provided feedback on the question did not believe that the FMCSA should limit the distance a pilot program participant can operate. One commenter felt that a distance restriction would defeat the purpose of the pilot and would not allow for a true comparison in the data for the program. Section 23022 does not include limitations on the distance an apprentice can travel. FMCSA has determined that it will not add such limitations to the pilot program for the same reasons identified by the majority of the commenters.

Data collection efforts. FMCSA asked if the data collection efforts proposed would be so burdensome for carriers as to discourage their participation. The commenters that responded to this question were split on whether the data collection efforts would be burdensome. Some felt that although the data collection is burdensome, it would be manageable and that most carriers have basic systems in place that would help with the data collection. FMCSA is aware of the information collection burden this pilot program creates (see discussion below), but determined that the reporting is necessary to inform the final report on the pilot program.

Participation limits. FMCSA asked whether it should limit participation to

drivers who have not been involved in a preventable crash. The commenters that responded to this question were split on this question. Those that felt FMCSA should not limit participation agreed that the limit would improve the safety of the program but would skew the data. FMCSA will review the records of proposed apprentice drivers to ensure they do not present a safety risk as outlined below in the pilot program requirements section. FMCSA will account for any resulting skew in the data collected.

V. Pilot Program Requirements and Procedures

Information Collection Approval

On January 7, 2022, and in accordance with the Paperwork Reduction Act (PRA) of 1995, FMCSA requested the Office of Management and Budget (OMB) grant emergency clearance for the new information collection titled, "Safe Driver Apprenticeship Pilot Program." (87 FR 1001). That notice summarized the expected data collection burdens on participants in the pilot program. Once emergency approval is granted, FMCSA will seek OMB approval for the full 3-year period using the usual PRA approval process, which will allow for both a 60-day and a 30-day comment period for the public.

Announcement of Safe Driver Apprenticeship Pilot Program

Once implemented, FMCSA will publish, on the Agency's website at www.fmcsa.dot.gov, an announcement that applications are being accepted for participation in the pilot program. The website will also provide links to the application forms and other helpful information for motor carriers and drivers interested in participating in the pilot program.

Motor Carriers Needed

Section 23022 of BIL requires that no more than 3,000 apprentices will participate in the Safe Driver Apprenticeship Pilot Program at any one time. For the purposes of determining paperwork burden estimates, FMCSA assumed a maximum of 1,000 participating motor carriers that would hire at least 3,000 apprenticeship pilot program participants. FMCSA recognizes additional apprentices will be needed to account for turnover due to drivers choosing to leave the program, drivers not progressing through the probationary periods, and drivers aging out of the program. The length of time during which replacement apprentices will be added

will be determined by FMCSA based on the statistical and administrative needs of the pilot program data collection plan.

The pilot program anticipates the results/data will allow for conclusions within a confidence level of 0.95 (*i.e.*, significance level of 0.05) and statistical power of 80 percent.

Motor Carrier Requirements

Motor carriers that would like to participate in the Safe Driver Apprenticeship Pilot Program must complete an application for participation (see additional details below) and submit monthly data on an apprentice's driver activity (*e.g.*, vehicle miles traveled, duty hours, driving hours, off-duty time, or breaks), safety outcomes (*e.g.*, crashes, violations, and safety-critical events), and any additional supporting information (*e.g.*, onboard monitoring systems or investigative reports from previous crashes). In addition, carriers will be required to notify FMCSA within 24 hours of: (1) Any injury or fatal crash involving an apprentice; (2) an apprentice receiving an alcohol-related citation in any vehicle (*e.g.*, driving under the influence or driving while intoxicated); (3) an apprentice choosing to leave the pilot program; (4) an apprentice leaving the carrier; or (5) an apprentice failing a random or post-crash drug/alcohol test.

In addition to meeting the requirements established in section 23022 of BIL for an apprenticeship pilot program, carriers must register an apprenticeship program with the U.S. Department of Labor (DOL). While it is not a requirement that carriers become a registered apprenticeship program prior to applying to FMCSA's pilot program, FMCSA notes that interested carriers may want to work with DOL while FMCSA is finalizing its program and before the application period for FMCSA's pilot program is opened. Additionally, carriers will need to verify that proposed apprentices meet all other requirements to participate.

Approved carriers will be publicly announced on the Agency's website to encourage potential apprentices to apply for employment directly with the identified carriers. Approved carriers will be able to assist apprentices (whom they employ) with completion of their application and participation agreement.

Approved motor carriers must ensure that they hire apprentices that meet the requirements in the "Apprentices" portion of this **Federal Register** notice. If at any time while participating in the pilot program, an apprentice is

disqualified for a major offense, serious traffic violation, railroad-highway grade crossing violation, or violation of an out-of-service order, as outlined in 49 CFR 383.51 of the FMCSRs, the employer must immediately notify FMCSA and remove the apprentice from the program.

Before an approved motor carrier can allow an apprentice to operate under the Safe Driver Apprenticeship Pilot Program, FMCSA will review the driver's safety performance history against its systems and will issue an exemption for each driver. The exemption allows the driver to operate in interstate commerce while participating in the pilot program despite being under 21 and having a "K" restriction on their CDL. An apprentice may not operate in interstate commerce without the exemption notice.

Each motor carrier accepted into the pilot program must agree to comply with all pilot program procedures and requirements, including completing required forms, obtaining driver consent, and attending information sessions.

Motor Carrier Qualifications

When FMCSA announces the implementation of the Safe Driver Apprenticeship Pilot Program, interested motor carriers will be required to complete the application form.

To qualify for participation, the motor carrier must meet the following standards:

1. Must have proper operating authority, if required, and registration;
2. Must have at least the minimum levels of financial responsibility required by the FMCSRs;
3. Must not be a high or moderate risk motor carrier as defined in the Agency's **Federal Register** notice titled, "Notification of Changes to the Definition of a High Risk Motor Carrier and Associated Investigation" published on March 7, 2016 (81 FR 11875);
4. Must not have a conditional or unsatisfactory safety rating;
5. Must not have any open enforcement actions (e.g., Imminent Hazard, Operations Out-of-Service (OOS) Orders, Patterns of Safety Violations) in the previous 6 years;
6. Must not have a crash rate above the national average;
7. Must not have a driver OOS rate above the national average; and
8. Must not have a vehicle OOS rate above the national average.

Enforcement actions resulting in civil penalties will be reviewed on a case-by-case basis. In addition, unpaid civil

penalties may be grounds to deny participation in the pilot program.

Approval for participation in the pilot program will also be dependent on the motor carrier's agreement to comply with all pilot program procedures, including the monthly submission of data.

Approved motor carriers will be provided a letter acknowledging FMCSA's approval, the carrier's acceptance into the pilot program, and the company's exemption to allow approved apprentices to operate in interstate commerce. Approved motor carriers will be publicly announced on the Agency's website to encourage potential apprentices to apply through the identified carriers for participation.

FMCSA will monitor motor carrier and driver performance throughout the pilot program to ensure safety. Motor carriers may be disqualified from the pilot program at any time if the:

1. Carrier does not maintain proper operating authority, if required, and registration;
2. Carrier does not maintain the required minimum levels of financial responsibility;
3. Carrier is prioritized as a high risk;
4. Carrier is prioritized as a moderate risk for 2 consecutive months;
5. Carrier receives a conditional or unsatisfactory safety rating;
6. Carrier is the subject of an open Federal enforcement action pending review (e.g., Imminent Hazard, Operations OOS Orders, Patterns of Safety Violations). Enforcement actions resulting in civil penalties will be reviewed on a case-by-case basis.
7. For the last full calendar year, carrier has a crash rate (per million vehicle miles traveled) above the national average;
8. Carrier has a driver OOS rate above the national average for 3 consecutive months;
9. Carrier has a vehicle OOS rate above the national average for 3 consecutive months; or
10. Carrier failed to report monthly data as required.

FMCSA reserves the right to remove a carrier from the program at its discretion if it is determined there is a safety risk.

Establishment of Apprenticeship Program

As required by section 23022 of IIJA and as a condition of participating in the Safe Driver Apprenticeship Pilot Program, approved motor carriers must also establish an apprenticeship program. The apprenticeship program must consist of a 120-hour probationary period and a 280-hour probationary

period for apprentice drivers. Nothing in this notice prevents an employer from imposing additional requirements on an apprentice.

120-Hour Probationary Period

During the 120-hour probationary period, the employing motor carrier must ensure the apprentice:

1. Completes 120 hours of on-duty time, of which not less than 80 hours shall be driving time in a CMV; and
2. Is competent in each of the following areas: Interstate, city traffic, rural 2-lane, and evening driving; safety awareness; speed and space management; lane control; mirror scanning; right and left turns; and logging and complying with rules relating to hours of service.

280-Hour Probationary Period

After the 120-hour probationary period, the motor carrier must ensure the apprentice completes a 280-hour probationary period. The employing motor carrier must ensure the apprentice:

1. Completes 280 hours of on-duty time, of which not less than 160 hours shall be driving time in a CMV; and
2. Is competent in each of the following areas: Backing and maneuvering in close quarters; pre-trip inspections; fueling procedures; weighing loads, weight distribution, and sliding tandems; coupling and uncoupling procedures; and trip planning, truck routes, map reading, navigation, and permits.

CMV Technologies

During both the 120-hour probationary period and the 280-hour probationary period, the employing motor carrier must ensure the apprentice only drives a CMV that has an automatic manual or automatic transmission; an active braking collision mitigation system; a forward-facing video event capture system; and a governed speed of 65 miles per hour at the pedal and under adaptive cruise control. In addition, the apprentice must be accompanied in the passenger seat of the CMV by an experienced driver. Nothing in the notice prevents an employer from requiring or installing additional technologies in a CMV.

Records Retention

The employing motor carrier must maintain records relating to the satisfaction of the performance benchmarks for each apprentice that is in the Safe Driver Apprenticeship Pilot Program.

Apprentice Prohibitions

The employing motor carrier must ensure that the apprentice does not transport passengers or hazardous materials, or operate double- or triple-trailer combinations or cargo tank vehicles while participating in the Safe Driver Apprenticeship Pilot Program, regardless of any license endorsements held.

Reportable Incidents

As outlined in section 23022 of BIL, the employing motor carrier must ensure that, if an apprentice is involved in a reportable, preventable crash or receives a pointed moving violation while driving a CMV, the apprentice will undergo remediation and additional training until the apprentice can demonstrate, to the satisfaction of the motor carrier, competence in each of the performance benchmarks. The extent of remediation and additional training will be left to the discretion of the employing motor carrier. FMCSA will clarify the standards for remediation and additional training on its website once the Agency begins accepting applications for the pilot program.

Registering an Apprenticeship Program With the DOL

Employing motor carriers that are approved to participate in the Safe Driver Apprenticeship Pilot Program must also register an apprenticeship program with the DOL, in accordance with the regulations found at 29 CFR part 29. If an employing motor carrier already has a registered apprenticeship program with the DOL, the motor carrier must ensure it meets the requirements for the Safe Driver Apprenticeship Pilot Program and maintains requirements for DOL's Registered Apprenticeship Program.

Apprentice Requirements

Drivers of CMVs, as defined in 49 CFR 383.5 and 390.5T, engaged in interstate commerce, must be at least 21 years of age (§ 391.11(b)(1)). An 18-year-old commercial CLP or CDL holder may drive in intrastate commerce only.

An apprentice that participates in the Safe Driver Apprenticeship Pilot Program will be provided relief from sections of 49 CFR parts 383 and 391 concerning minimum age requirements. Specifically, FMCSA will provide relief from the effect of the intrastate only (or "K") restriction that appears on a CDL in accordance with § 383.153(a)(10)(vii) and an exemption from the requirement in § 391.11(b)(1) that a CMV driver operating in interstate commerce be at least 21 years of age.

An apprentice may drive a CMV in interstate commerce while participating in the 120-hour probationary period or the 280-hour probationary period under the Safe Driver Apprenticeship Pilot Program so long as an experienced driver accompanies them in the passenger seat of the CMV.

An apprentice may drive a CMV in interstate commerce after the apprentice completes the 120-hour probationary period and the 280-hour probationary period; however, the apprentice is still considered to be participating in the Safe Driver Apprenticeship Pilot Program, and their safety performance must continue to be monitored by the employing motor carrier, including monthly safety performance reports filed with FMCSA, until the driver reaches the age of 21.

An apprentice may not participate in the Safe Driver Apprenticeship Pilot Program if during the 2-year period immediately preceding the date of hire, the driver:

1. Had more than one license (except for a military license);
2. Had his or her license suspended, revoked, cancelled or disqualified for a violation related to 49 CFR 383.51 in any State;
3. Had any conviction for a violation of military, State, or local law relating to motor vehicle traffic control (other than parking violation) arising in connection with any traffic crash and have no record of a crash in which he/she was at fault; or
4. Had been convicted of any violations described below in any type of motor vehicle:
 - a. Had been under the influence of alcohol as prescribed by State law;
 - b. Had been under the influence of a controlled substance;
 - c. Had an alcohol concentration of 0.04 or greater while operating a CMV;
 - d. Refused to take an alcohol test as required by a State under its implied consent laws or regulations as defined in 49 CFR 383.72;
 - e. Left the scene of a crash;
 - f. Used the vehicle to commit a felony;
 - g. Drove a CMV while his or her CDL is revoked, suspended, cancelled; or he or she is disqualified from operating a CMV;
 - h. Caused a fatality through the negligent operation of a CMV (including motor vehicle manslaughter, homicide by motor vehicle, or negligent homicide);
 - i. Had more than one conviction for any of the violations described below in any type of motor vehicle;
 - Drove recklessly, as defined by State or local law or regulation (including

offenses of driving a motor vehicle in willful or wanton disregard for the safety of persons or property);

- Drove a CMV without the required CDL;
- Violated a State or local law or ordinance on motor vehicle traffic control prohibiting texting while driving; or
- Violated a State or local law or ordinance on motor vehicle traffic control restricting or prohibiting the use of a hand held mobile telephone while driving.

The apprentice must also agree to the release of specific information by their employing motor carrier, to FMCSA for purposes of the pilot program; meet all FMCSR requirements (except age) for operating a CMV in interstate commerce; operate primarily in interstate commerce; and, if selected; maintain a good driving record (e.g., free of any § 383.51 violations).

If at any time while participating in this pilot program, an apprentice is disqualified for a major offense, serious traffic violations, railroad-highway grade crossing violation, or violation of an out-of-service order, as outlined in 49 CFR 383.51 of the FMCSRs, he or she will be disqualified and removed from the program.

An apprentice may not transport passengers or hazardous materials, or operate double- or triple-trailer combinations or cargo tank vehicles while participating in the pilot program, regardless of any license endorsements held.

If a driver reaches age 21 during the pilot program, the driver will no longer be considered an apprentice. If an apprentice leaves an approved motor carrier during the pilot program, he or she is not approved to operate in interstate commerce unless re-employed with another approved motor carrier participating in the pilot program. A new apprentice application must be submitted for any new or additional hires by the approved motor carrier so that FMCSA can verify eligibility as part of the Agency's oversight of the pilot program.

Other Requirements and Information

FMCSA will prioritize approval of carriers to participate and continue based on these carriers' safety performance records over time, selecting only those with the highest or best relative performance.

Comparison Groups

FMCSA will compare the safety performance data of 18-, 19-, and 20-year-old intrastate drivers to known safety performance of intrastate drivers

and interstate drivers. FMCSA will use existing data from FMCSA systems to compare current safety and performance of CMV operators to the safety and performance of apprentices participating in the pilot program. Additionally, FMCSA will analyze the performance of apprentices before, during, and after their probationary periods.

Monitoring and Oversight

FMCSA will review both monthly data submitted by approved motor carriers and its own databases including, but not limited to, the Motor Carrier Management Information System, Safety Measurement System, CDL Information System, the Licensing and Insurance system, and the Drug and Alcohol Clearinghouse. FMCSA reserves the right to remove any motor carrier or driver from the pilot program for reasons including, but not limited to, failing to meet any of the requirements of the program.

Length and Termination of Pilot Program

Under 49 CFR part 381, FMCSA can continue the pilot program for up to 3 years, but may conclude the program sooner if there is sufficient data to analyze the safety of the pilot program drivers or if there is reason to believe the program is not achieving an equivalent level of safety that would be achieved by complying with the regulations. Additionally, the BIL requires that on the date that is 3 years after the date of establishment of the pilot program, FMCSA will terminate the program. At that time, any driver under the age of 21 who has completed an apprenticeship program may continue to drive a CMV in interstate commerce until turning 21, unless it is determined a safety concern exists.

Meera Joshi,

Deputy Administrator.

[FR Doc. 2022-00733 Filed 1-13-22; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2022-0002-N-1]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) abstracted below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified in the ICR.

DATES: Interested persons are invited to submit comments on or before March 15, 2022.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on *regulations.gov* to the docket, Docket No. FRA-2022-0002. All comments received will be posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Ms. Hodan Wells, Information Collection Clearance Officer, at email: *hodan.wells@dot.gov* or telephone: (202) 493-0440.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days' notice to the public to allow comment on information collection activities before seeking OMB approval of the activities. *See* 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2)

the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. *See* 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA believes that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, FRA reasons that comments received will advance three objectives: (1) Reduce reporting burdens; (2) organize information collection requirements in a "user-friendly" format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. *See* 44 U.S.C. 3501.

The summaries below describe the ICRs that FRA will submit for OMB clearance as the PRA requires:

Title: Locomotive Certification (Noise Compliance Regulations).

OMB Control Number: 2130-0527.

Abstract: Under authority granted by the Noise Control Act of 1972, the Environmental Protection Agency (EPA) has established limits for noise emissions related to rail carriers in 40 CFR part 201. Those limits are enforced by FRA under 49 CFR part 210. In particular, the information FRA collects under § 210.27 is necessary to ensure compliance with EPA noise standards for new locomotives. Although railroads no longer need to display a certification badge or tag in the locomotive cab, as was previously required by now-removed § 210.27(d), the locomotives still need to be tested and certified to comply with the noise emission standards, as required under § 210.27(a)-(c).

Type of Request: Extension without change (with changes in estimates) of a currently approved collection.

Affected Public: Businesses.

Form(s): N/A.

Respondent Universe: 4 locomotive manufacturers.

Frequency of Submission: On occasion.

Reporting Burden:



During the Legislative Session, we are proud to stand up for the issues relevant to our members and work to create a business-friendly climate to benefit our state.



2022

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With respect to Section 163(j), the Department confirms that the limitation will be included in the computation of the state tax base and provides that the Florida taxpayer would re-compute its' Section 163(j) limitation on a separate company basis since Florida is a separate reporting state.

AIF SUPPORTS legislation that would correct the Florida Corporate Income Tax issue associated with Congress's repeal of like kind exchange for personal property under the TCJA. At the federal level, the repeal in like kind exchange was mitigated by the 100% bonus depreciation deduction. However, Florida requires bonus depreciation to be added back and deducted over seven years. As an example, for leasing car companies, a typical lease on a car is three years. For Florida income tax purposes, businesses may be required to depreciate assets long after those assets have been disposed of by the business.

Further, **AIF SUPPORTS** federal conformity legislation that supports business growth and minimizes the taxpayer's compliance burden.

Water Extraction Tax

According to the International Bottled Water Association, bottled water usage represents only .004% of water usage in the U.S. Enacting a tax on bottled water would mark the first time a severance tax is imposed on a renewable resource. As such, **AIF OPPOSES** legislation imposing an excise tax on bottled water.

Documentary Stamp Tax Exemption for No Interest Notes

AIF SUPPORTS legislation that would exempt promissory notes, nonnegotiable notes, written obligations to pay money from the documentary stamp tax when such documents provide that no interest will be charged.

Transportation & Maritime

Transportation Trust Fund and Dedicated Funding

Transportation and infrastructure funding remains one of the most important pieces of the state budget. While partnerships with local governments and alternative financing mechanisms have proven helpful in meeting the state's demands, Florida still relies almost entirely on the State Transportation Trust Fund (STTF) being robustly funded each year. Nowhere in the state budget is there a greater need for consistent, sustainable funding than transportation and infrastructure. Roads, bridges, ports, and other infrastructure projects all require long-term planning and funding necessary for completion. Any disruption to

funding these projects would have significant effects on the state's ability to keep pace with the demands of growth. Additionally, the projects produce jobs and economic activity. In fact, for every \$1 invested in the Department of Transportation Work Plan, nearly \$6 is returned to the state's economy; and for every \$1 billion invested in road construction and improvements, more than 28,000 new jobs are created for Floridians.

The DeSantis Administration has proposed fully funding the state's work program for 2022-2023. **AIF SUPPORTS** the budget proposal for transportation. By investing in infrastructure projects, both statewide and locally, Florida is investing in its own economic recovery.

Additionally, **AIF OPPOSES** redirecting financial resources and STTF commitments to any areas other than the STTF or sweeping funds from the STTF to areas outside of transportation infrastructure.

Future Funding of Transportation Infrastructure

Experts in infrastructure policy and elected officials alike can all agree that state dependence on gas tax revenues as a major source of infrastructure funding is growing more untenable each year. The advancement of technology and the push for fuel efficiency measures have caused infrastructure industry leaders and the FDOT to ask Florida policymakers to consider new and inventive ways to fund transportation infrastructure projects in the face of declining gas tax revenues for Florida. With the previous effects of COVID-19 decreasing traffic in Florida's urban areas, the need for alternative funding remains. There is no question that with these trends, Florida may experience decreases to sustainable levels of funding for the Five-Year Work Plan.

AIF SUPPORTS creating an alternative solution to the state's current exclusive reliance on gas tax revenues to obtain sustainable funds for state infrastructure needs. This should include a fair and equitable way for both the federal government and Floridians alike to support and provide financial stability across the transportation and infrastructure spectrum.

Autonomous Vehicles

Autonomous vehicles (AV) represent the most progressive of all innovations in the transportation industry today. Since 2012, Florida has tested and formed public policy to advance the use of AVs so that companies can have predictability as they enter the Florida marketplace. While comfort and convenience are important factors in Floridians choosing this innovation, a driving factor occasionally overlooked is the public safety aspect of AVs on the roadways. In 2016, 40,000 people died in vehicle-related crashes across America —a 6% increase from 2015. There were over two

million crashes, many with serious injuries and property damage. Of these crashes, 94% were the result of human error. AVs should be part of the solution to save lives and prevent injuries and property damage. AVs also have tremendous potential to benefit underserved communities that do not have access to mass transit, and to provide independence to people who have not been able to drive a vehicle due to disabilities. In addition to the societal benefits, AVs will provide a number of economic benefits such as reshaped and reduced land use and roadway infrastructure, reduced traffic congestion, saved time, and reduced energy consumption.

Although Florida already has broad authority for AV operation in the state, there are certain provisions within the existing motor vehicle laws that require or presume there is a human driver behind the wheel. Florida has multiple communications companies that have deployed both wireline and wireless broadband networks to support AV operation and further investments. Upgrades to these networks should not face delays by unnecessary and overly burdensome regulatory, operational or financial barriers and costs imposed by local governments. **AIF SUPPORTS** modernizing state law to accommodate for self-driving technologies that open the door for safe, reliable modes of AVs in a competitive marketplace with clear, limited government regulations.

Florida Seaport Transportation and Economic Development Program (FSTED)

Florida's geographic proximity to the Americas requires a certain level of commitment from local, state and federal governments to resource the state's ports in order to maximize the economic opportunities available through those ports in Florida. In recent years, the state of Florida and its seaports have successfully partnered to advance the maritime industry's role in growing Florida's economy, both domestically and internationally. Reduced regulations, quality port authority appointments, and strategic partnerships with port authority directors have vastly enhanced the competitiveness of Florida's port system in this hemisphere. One example of this is the Florida Seaport Transportation and Economic Development program. The FSTED program serves as an important mechanism for seaport capital improvement projects, which is crucial to the growth of the state's port systems. Preserving this program and increasing its value to Florida's seaport partners is critical.

AIF SUPPORTS maintaining funding levels for FSTED at \$25 million, an important provision for Florida's ports. Also, **AIF SUPPORTS** the FDOT Business Development Program as a mechanism to help educate and provide expertise to Florida small businesses looking to do work in

the Department's often complex procurement process.

AIF OPPOSES legislation that broadly preempts local government ownership and controls currently in effect at Florida's 14 deep-water seaports. This type of broad preemption would harm the consistent and competitive business environment currently in place at our seaports and would overturn years of productive investments and business success for our ports and our port communities.

Supply Chain and Logistical Issues

Supply chains are essential in providing critical supplies throughout the United States. Currently, the country is experiencing severe back-ups of supply chains due to the pandemic and an overall lack of employees physically present at ports across the nation. Though most imports brought into the U.S. come into California ports, Florida has an opportunity under the leadership of Governor DeSantis to utilize our port capacities to bring in cargo by way of welcoming the reroute of their cargo ships. Florida can help relieve the back-up of supply chains by offering its ports to the rest of the world. Florida must curate a specific plan to help bring cargo of all sizes to our ports.

AIF SUPPORTS working with the Governor and FDOT to find key solutions that address the supply chain crisis and urge the use of Florida ports to alleviate the severe back-up of cargo into the U.S.

Infrastructure Work Zone Safety

Increasingly, Florida's transportation industry has experienced a growing number of severe injuries and fatalities among construction workers along Florida's roadways. Men and women in the transportation infrastructure sector are a vital part of Florida's economic engine and their safety is paramount to their families and employers. In the asphalt roadbuilding industry alone, there were a number of fatalities in 2019. AIF's position is that a single fatality is simply one too many. Florida must find ways to protect workers in these vulnerable situations and work to ensure that infrastructure work zones are as respected by drivers as a school zone. One way to do this is to allow heavy equipment operating in a work zone to be affixed with flashing lights. Used under strict guidelines as set forth by the state, this would bring attention to the work zone and help serve as a deterrent from reckless or distracted driving.

AIF SUPPORTS promoting increased safety measures in Florida's infrastructure work zones as a means to protect workers across the state in the vital transportation industry.

For more visit us at **AIF.com**

AIF 2022 LOBBYING TEAM

Visit [AIF.com](https://aif.com) for more information on AIF's Lobby Team.



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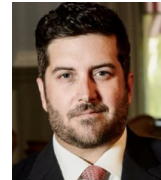
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A powerful force for more than 100 years, AIF will continue to promote the issues vital to the state's business community while navigating the 21st century with visionary leadership and enterprising strategies to promote a prosperous future for Florida through unparalleled lobbying and political action.

CAUCUS: Florida's Economic Portfolio

CAUCUS: Global Trade

CAUCUS: Transportation & Logistics

Chamber Foundation

Chamber of Commerce

Economic Development

Manufacturing

News

Time to revamp, expand state's role in supply chain

👤 Florida Chamber of Commerce ✉️ • 3 weeks ago 🔥 146 📖 3 minutes read

The global supply chain has drawn unprecedented attention in the past few months, with reports of 80-plus container ships waiting offshore to be unloaded at the ports of Los Angeles and Long Beach.

There have been rapid increases in costs for shipping, loading and storing goods; and there have been shortages of everything from semiconductors to building materials to basic household goods. Three out of four businesses responding to a Florida Chamber Foundation survey in November reported experiencing a supply-chain disruption this year. Of those businesses, more than 5-of-6 reported increased costs or delays in shipments, and more than half reported shortages of skilled workers and critical inputs or reduced reliability.

What's behind this supply chain crisis?

Some of it is a response to the global pandemic and sharp economic cycle from the past few years. We have seen a dramatic increase in e-commerce and home delivery of goods, a pronounced shift in consumers' demand from services consumed outside the home to goods enjoyed at home, and rolling pauses and slowdowns of production around the globe. These trends have simultaneously increased demand for goods and decreased capacity to produce and move them. Our global supply chains have not dealt with so many disruptions in such a short period of time in the past.

The supply-chain crisis has exposed long-term trends and structural forces that have been concerns for some time:



The aging of our transportation and distribution workforce and shortages of labor in key industries such as trucking.

The offshoring of manufacturing from the U.S. to lower-cost foreign locations.

Increasing congestion and decreasing reliability in many of our nation's trade gateways and corridors.

Disruptions in our supply chain affect nearly every aspect of Florida's economy, from our large consumer and visitor populations to our agricultural and manufacturing industries, to our emerging logistics and technology sectors. Trade, logistics, and export-oriented manufacturing and services accounted for more than 1 million jobs statewide in 2020, with continued growth in e-commerce and home delivery offsetting declines in other sectors during the pandemic.

More than a decade ago, private- and public-sector leaders joined under the leadership of the Florida Chamber Foundation to develop the first Florida Trade and Logistics Study, which described an opportunity to position Florida as a global hub for trade, logistics, and export-oriented manufacturing after the widening of the Panama Canal. Today, Florida faces another opportunity: How can we ensure our state's supply chain is a competitive strength that meets the needs of our residents, visitors and businesses, while attracting new jobs and investment to the state?

The Florida Chamber Foundation has launched Florida Trade and Logistics 2030 to identify strategies for strengthening this critical element of our economy. With our partners, we are examining trends and uncertainties, while identifying opportunities for Florida, such as:

Examining how available capacity at our 15 deep-water seaports and 20 commercial service airports can support growing demand for global trade in Florida and the U.S. East.

Determining where to locate distribution and fulfillment centers to support increasing customer expectations for next-day or same-day delivery.



Encouraging U.S. and global manufacturers to use Florida as a platform for research, design, production and final assembly for markets in Florida, the rest of the U.S., the Caribbean, and Latin America.

Determining how to attract, develop and retain skilled workers to make all of this happen.

The Florida Chamber Foundation and its supporting consortium of businesses and organizations encourage Florida leaders to join this conversation in the next few months as we identify immediate, mid- and long-term opportunities, to complete the Florida Trade and Logistics 2030 study. Then there will be a call to action for all to join in advancing this dynamic area for growth during the next eight years and beyond.

"Purposely expanding manufacturing, logistics and trade will help grow Florida," said Mark Wilson, Florida Chamber of Commerce president & CEO.

David Gillespie is executive vice president of the Florida Chamber Foundation.

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Tab 9

Other Issues

Tab 10

Adjournment