



**FLORIDA PORTS COUNCIL
2016 Spring Board Meeting
& Legislative Forum**

**February 3rd & 4th
Tallahassee**

Hotel Duval



Spring Board Meeting & Legislative Forum DRAFT ITINERARY

February 3rd – 4th, 2016
Hotel Duval,
Tallahassee, Florida

Wednesday, February 3, 2016

11:30 a.m. – Noon	Lunch	Opal Room Hotel Duval
12:30 p.m. – 5:30 p.m.	FPC Board Meeting	Opal Room Hotel Duval
6:00 p.m. – 7:30 p.m.	Legislative Reception <i>Transportation Provided</i>	Tallahassee Room Governors Inn
7:30 p.m. – 9:30 p.m.	Dinner (Private) <i>Transportation Provided</i>	Midtown Banquet Room at Zin Eatery

Break Sponsored by:



Dinner Sponsored by:



Thursday, February 4, 2016

8:00 a.m. – 9:00 a.m.	Port Director's Breakfast (Port Directors Only)	Shula's 347 Grill Hotel Duval
9:30 a.m. – 11:30 a.m.	FPC Board Meeting	Opal Room Hotel Duval
11:45 a.m. – 12:45 p.m.	Lunch	Shula's 347 Grill Hotel Duval
1:00 p.m. – 4:00 p.m.	FSTED Meeting	Opal Room Hotel Duval

Lunch Sponsored by:



**Dress for all meetings is business attire*

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





The Florida Ports Council
Cordially Invites You to Our

2016 Legislative Reception

Wednesday, February 3, 2016

6:00 p.m. to 7:30 p.m.

at

The Governor's Inn

209 South Adams Street

Tallahassee, Florida

Please join the port directors and staff of Florida's 15 public seaports for networking with business/transportation leaders from around the state convened for the Florida Ports Council's annual Legislative Forum and Board Meeting.

For additional information and to RSVP, please contact Christy Gandy:

christy.gandy@flaports.org or 850.222.8028

TAB 1
CALL TO ORDER



2016 SPRING BOARD MEETING & LEGISLATIVE FORUM

Wednesday, February 3, 2016 – Thursday, February 4, 2016
Hotel Duval
Tallahassee

AGENDA

12:30 pm - 5:30 pm Wednesday
9:30 am - 11:30 am Thursday

1. Call to Order and Chairman's Welcome
2. Roll Call and Opening Comments
3. Administrative Issues
 - A. Approval of the Minutes - Annual Meeting - September 2-3, 2015
 - B. Budget Report
 - i. Final FY 14/15 Budget Statements
 - ii. FY 15/16 Budget Statements
 - C. President's Comments
 - D. Other Issues
 - i. Economic Impact Study
 - ii. Summer FPC Board Meeting: June 23 - Orlando
 - iii. Fall FPC Board Meeting & Annual Meeting: October 5-6 - Miami
 - iv. Sponsorship Program
4. Communications/Marketing Update

5. Partner Updates

American Association of Port Authorities (AAPA)

Associated Industries of Florida (AIF)

Coalition for America's Gateways and Trade Corridors (CAGTC)

Enterprise Florida (EFI)

Florida Chamber of Commerce

Florida Ocean Alliance

Florida Recycling Partnership

Florida Department of Transportation (FDOT)

6. Legislative

A. State:

- i. Budget/ Port Funding/ FDOT Legislative Package
- ii. Port Related
 - a. Freight and Mobility Projects -HB 528 (Rep. Ray)
 - b. Codification of FSTED Seaport Security Committee (Rep. Artiles)
- iii. Miscellaneous
 - a. Partner Issues
 - EFI Funding
 - Commercial Lease Tax
 - Elimination of Sales Tax on Manufacturing M&E

B. Federal:

- i. Federal Initiatives
 - a. Florida Ports Council - Spring Washington DC Fly-In
- ii. Issues:
 - a. FAST ACT
 - b. WRRDA/HMTF
 - c. APHIS Fee
 - d. Cyber Security
 - e. Truck Weight Limits
 - f. Miscellaneous

7. Other Issues

A. PIERS

8. Adjournment

TAB 2
ROLL CALL/
OPENING COMMENTS



ROLL CALL

MEMBER:

DESIGNEE:

JOHN MURRAY, CANAVERAL

KEN CHEEK, CITRUS

STEVE CERNAK, EVERGLADES

VAL SCHWEC, FERNANDINA

DON WEST, FT. PIERCE

BRIAN TAYLOR, JACKSONVILLE

DOUG BRADSHAW, KEY WEST

CARLOS BUQUERAS, MANATEE

JUAN KURLA, MIAMI

MANUEL ALMIRA, PALM BEACH

WAYNE STUBBS, PANAMA CITY

AMY MILLER, PENSACOLA

EUGENE RAFFIELD, PORT ST. JOE

WALTER MILLER, ST. PETERSBURG

PAUL ANDERSON, TAMPA

TAB 3
ADMINISTRATIVE ISSUES

TAB 3A
APPROVAL OF MINUTES

**FPC Fall Board Meeting
& Annual Meeting**

Sarasota – September 2-3, 2015



ANNUAL BOARD MEETING

**September 2-3, 2015
Hyatt Regency - Sarasota**

1. Call to Order and Chairman's Welcome

Chairman Schwec called the meeting to order at 1:35pm.

Members Present: Chair Val Schwec, Paul Anderson, Doug Bradshaw, Steve Cernak, Juan Kuryla, Amy Miller, Walt Miller, Eugene Raffield, Dave Sanford, Wayne Stubbs, Brian Taylor, John Walsh, and Don West.

Others Present: CEO Doug Wheeler, Toy Keller, Mike Rubin, Jennifer Davis, Christy Gandy and port staff David Anderton, Eric Green, Ram Kancharla, David Kaufman, Alissa Penaloza, Mike Poole, and John Thorington.

2. Roll Call and Opening Comments

Christy Gandy called the roll and a quorum was present.

Canaveral – Port Director John Walsh reported \$90 million was approved for major expansion of cruise terminals 5 and 10. The port has two other cruise lines also expressing interest. Gulftainer USA also has four to five different lines showing interest in their new terminal. Phase one of the port's new auto terminal is nearing completion. Cement demand is coming back at the port and a new facility will be coming into action the early part of 2016. Oil business has increased 55-60 percent in volume this year. Other cargo increases include slag, fertilizer, granite and various building materials. Cruises are up four percent, and next year the port is estimating a 10 percent increase as well as an 18 percent increase in 2017. The port expects the Oasis of the Seas to arrive from Everglades soon. The Titusville logistic center is underway with a total of 260,000 square feet and they are considering a second building. Cocoa Industrial Park is underway, but US Army Corps wants to re-assess the wetland areas. The channel widening and deepening project is moving through process. EPA has finally approved the review process, enabling them to sign off on the shore study.

Pensacola – Port Director Amy Miller reported Pensacola is doing well. Currently, the offshore flexible pipe manufacturing plant is in a slowdown due to decreased oil prices and potential investor interest. Additional investors have been secured, and the facility is expected to be in production this time next year. The port is in negotiations with a prospect interested in leasing one of the warehouses. Cement is forecast to start moving in big volumes next year, and Cemex is working with the port to try to explore some alternate unloading possibilities while Berth 6 is under construction.

Tampa Bay - Port Director Paul Anderson reported Port Tampa Bay has recently started publicizing its \$1.7 billion vision plan. The Channelside properties, which have been underused lately, will be going through renovations. The port will be tearing down Cruise Terminal 6, then expanding Terminal 3 which would be able to serve three different ships and have enough space to host events. The port will invest with the city to make a portion of property adjacent to the port developable. They will be straightening roads, repairing dock heads and adding a 70 story tower, which will include retail, condos, commercial space as well as office space. This project will complement the \$1.2 billion investment by Jeff Vinik. The port has just completed their East Port project. The port has 20 acres of new property that was recently permitted. It will be a storage yard for now but it is connected to state road 41 as well as rail. The port has started a new \$30 million project at Berth 2 called Port Redwing. Tampa Tank has begun exporting barges and vessels to Latin America. The port has \$60 million in construction projects over the next 18 months. Business revenues and all of their cargo metrics are expected to break records this year. Cargo, steel, and fertilizer are all up, with containers up eight percent.

Ft. Pierce – Port Director Don West reported on two current projects at Ft. Pierce. The port is focusing on improving infrastructure, with the primary access road finally moving forward completion expected in a year. The port's Fisherman's Wharf represents new capacity, which will create a new shipping berth; however, the road needs to be completely rebuilt. The port also is looking to create a marina on the property. This will give them an opportunity for possible cruise and/or cargo. The port has been in the process of identifying what type of infrastructure they need to move forward with design. They recently started another study to decide what to do with the berth. They are working on trying to purchase land within their port, which is primarily privately owned. Currently, they are having appraisals performed on these properties.

Panama City – Port Director Wayne Stubbs reported Port Panama City will have a record year, reaching two million tons of cargo for the first time in history. Seaboard Marine was able to win the primary contract for copper. The port is still working with the Army Corps on deepening the East Channel, with the draft report being finished. The port has started construction on new warehouse facilities at the intermodal logistics center project and recently broke ground on a rail transfer facility.

Miami –Port Director Juan Kuryla reported business is good in terms of cargo. This has been the best year for cargo at PortMiami since 2005 as they are up about 15 percent from 2014. Kuryla invited everyone to the September celebration of the completion of

their channel dredge to 50 ft. Seaboard Marine's business is up 15-18 percent year to date with 48 percent of their total business being conducted at PortMiami. He noted he was pleased to see they will be in Port Panama City as well. Miami expects to see some changes in carriers. The port is currently in negotiations with its harbor pilots as to the limit of the vessel size they can bring in to port. The port has had a lot of interest from the big lines in deploying larger vessels, but they have urged the lines to wait until April 2016 for the Panama Canal expansion to be complete. Cruise business is terrific, and should be finishing the year at 4.8M cruise passengers; however, they no longer have capacity for additional passengers. Port staff are working on the AAPA convention next month.

St. Petersburg – Port Director Walt Miller reported they have had several opportunities that would grow the port, one being in marine sciences, but there also are other potential clients interested. The port is currently engaged in talks with a small firm interested in running a ferry, as well as with a large yacht manufacturing company. The Coast Guard helped the port with a security plan, and the port hosted a food truck rally with over 300 attendees to raise awareness among locals of what's going on at the port.

Port St. Joe – Port Director Eugene Raffield reported on several good meetings with the local Economic Development Council and Rural Coalition. The port has received all its permits and potential customers are coming out of the woodwork. They have contracts expected to be signed within the next two weeks, and there is new big fence around the port along with gas lines and other infrastructure needed. Mr. Raffield brought a check for \$31,000, bringing Port St. Joe up to date with membership dues.

Key West – Port Director Doug Bradshaw reported it was quiet right now. Cruise numbers are down, but passenger numbers are up. The City is holding steadfast against pursuing channel dredging and widening at the port.

Manatee – Deputy Port Director Dave Sanford welcomed everyone to Port Manatee's community. Their inter-harbor berths are 40-50 years old now and Berth 6 is about ready to move to construction phase. The port also has warehouses scheduled to begin construction soon. The port's bright spot now is container growth and they are looking to double their volume in containers with trade to Mexico. Their tenant TransMontaigne recently signed a contract with RaceTrac gas stations. Fuel is up along with ethanol and asphalt. Mosaic has provided a small share of outdoor storage, yet they need additional capacity to hold product. Breakbulk growth, as well as Fresh Del Monte, are both up in numbers. Currently, the port has no pallet space left. The port is in the process of writing their master plan update; they need to update their aging facilities on port, as well as address off-port acreage across the street. They are hoping to market those properties for port related projects. The port will export over \$5 million of product next year and are looking at increases across the board.

Jacksonville – Port Director Brian Taylor reported business growth is going well and was reflected in the 2015/2016 budget year. Their new cranes come online in July, and Berth 32 will be completed in November. The ICTF will be completed in January 2016. Mile Point

navigation project was awarded to Manson Construction with phase one to be completed in August or September of 2016. Phase two is expected to be completed in 2017. The port also is continuing to work on their dredge project.

Everglades – Port Director Steve Cernak reported continued growth, but the port’s focus continues to be on its infrastructure challenges. The ICTF has now been operational for over a year, and yearly growth is 28 percent. Containers are up close to 9 percent. The South Point Turning Notch needs additional berth capacity. The port’s mangrove planting initiative is seeing success as they are “growing like weeds.” SeaLand moved corporate headquarters to Port Everglades.

Fernandina – Port Director Val Schwec reported growth. Sommers Isle Shipping is putting in a new line in October. A new liner service, Oslo Caribbean Carriers, will be calling on six islands in the Caribbean and they expect volume to double over the next 6 to 18 months. They are starting to fill up their warehouse space, and have begun to study the possibility of building a new warehouse.

3. Administrative Issues

A. Approval of the Minutes – June 23, 2015 – Tampa Airport Marriott

Changes were noted by the following:

-Val Schwec: Fernandina should be 25,000 containers, not 250,000; instead of “wood pulp” it should be lignon; and, the company mentioned is Boreggard.

-Wayne Stubbs: General cargo, not containers, is up 40 percent.

Paul Anderson motioned to approve the minutes with the noted changes.

Steve Cernak seconded the motion and it was passed unanimously.

Former Miami Port Director and current Florida Secretary of Commerce, Bill Johnson, joined the board to speak.

B. Budget Report

i. Fiscal Year 2014/2015 Budget Statements

{No Comments}

ii. Fiscal Year 2015/2016 Proposed Budget

The Board discussed the proposed budget.

There was a motion to approve the budget as presented by Cernak. The motion was seconded by A. Miller and passed unanimously.

C. President’s Comments

Wheeler noted that the fiscal year was coming to a close at the end of the month and referenced notables relative to goals and objectives associated with the budget, program administration, marketing, communications and advocacy.

D. Program Administration

i. Florida Ports Financing Commission (FPFC)

Toy Keller provided an update on the FPFC. She noted that the Commission did decide to pursue with bond counsel and the FPFC financial advisor, the possibility of modifying the Indentures of Trust to include Florida Prime as a permitted investment. Unfortunately, it was not a viable option, and a letter was sent by Chairman Anderson in July stating the costs would be too great to move forward with this initiative. On another note, staff found that there are some additional funds in the SBA -- almost \$10,000 -- from interest that can be used for administration of the FPFC program. Anderson thanked Keller for all her work to keep the program rolling. Wheeler noted the FPFC will be having nominations and elections in the coming weeks. He asked members who had an interest in serving on the Board to please contact him personally.

E. Governance

i. FPC Nominating Committee Report

Due to time constraints and guest speakers, governance was postponed until Thursday morning's meeting.

F. Other Issues

i. Implementation of Analysis of Global Opportunities & Challenges for Florida Seaports

Keller and Davis gave an update on current and planned follow-up strategies to the Analysis.

ii. 2016 FPC Legislative Forum and Board Meeting

The FPC Legislative Forum and Board Meeting as well as the Spring FSTED meeting will be held in Tallahassee on February 3-4, 2016. The Itinerary and hotel information will be emailed at a later date.

[GUEST SPEAKERS]

Secretary Boxold spoke briefly to the board and answered questions from members.

Paula Cobb, Deputy Secretary of Regulatory Programs at the Florida Department of Environmental Protection spoke to members about regulatory concerns and offered to answer any questions members may have.

Derrick Smith with CSX gave a presentation to members.

4. Partner Updates

Wheeler stated that AAPA's platform for the presidential race is included in the materials. CAGTC's newsletter is also included with information on member ports. The FPC is working with CAGTC on op-eds regarding the DRIVE Act.

Wheeler continued by discussing EFI's materials, including information on the Trade Mission to Honduras, which will be Bill Johnson's first TEAM Florida Trade Mission. We expect Secretary Boxold to participate. The latest contact sheet for EFI was also provided.

Wheeler said that the Florida Chamber has their Transportation Summit in December. FPC is sponsoring this event again. Last year we worked with them to work in the Global Opportunities analysis as a panel topic and we hope to follow that up this year with talk about marketing relative to the Analysis

Cernak reported that the Florida Oceans Alliance meeting was cancelled due to weather concerns. They did have a board member call recently and discussed integrating economic development and environmental issues.

Wheeler noted the meeting materials contain an update from the Florida Recycling Partnership, including information on their event at Port Everglades next week. FPC staff worked closely to assist FRP in having an event with one of the Florida ports. During the event, FRP is expecting two cruise lines to discuss their recycling efforts.

Temporarily recessed at 5:30 pm.

The Meeting reconvened on Thursday, September 3, at 9:41 a.m.

[Began agenda with Governance Item 3E deferred from previous day]

3. E. Governance

i. FPC Nominating Committee Report

Almira was chair of the Nominating Committee, however he was not present at the meeting, so Vice Chairman, Cernak proceeded to recommend the slate of officers to FPC members for the 2015/2016 Executive Committee:

Chair:	Paul Anderson
Vice Chair:	Steve Cernak
Secretary/Treasurer:	John Walsh

Walsh moved to approve the slate as presented, which was seconded and passed unanimously.

Wheeler presented Schwec with a gift in recognition for his leadership and service. Anderson also thanked him. Anderson assumed the position as the new chair.

[Resumed Agenda order]

5. Public Affairs

A. Communications Update

Jennifer Davis gave a brief overview via Prezi presentation. The FPC has seen a lot of success on Twitter with media and congressional leaders. She showed samples from each of our target groups. The media has become an active part of our audience. She highlighted a recent conversation that occurred during the last meeting when the Governor's veto message was released and media and followers discussed FSTED. There have been retweets from the Governor sharing thank you messages for passing funding for seaport projects. Those shares result in our information being seen by thousands of other users.

Davis demonstrated examples where Facebook is more visually pleasing, allowing FPC to plainly pass along good information. We have been able to post and keep things up to date, especially when there is a tropical storm or hurricane. Davis showed the analytics and expressed a goal of increasing activity at certain points within the next year.

Anderson asked for an event time line and highlights at various ports that are involved in social media. Davis noted that next year will be different due to session beginning in January. She said it would be easier to stagger events. Davis wants to work on a more thorough calendar for next year.

Anderson suggested highlighting each port's state of the port addresses, identifying key people and have followers retweet for us. A perfect example shared by Davis was when she tweeted the previous day about the FDOT Secretary being at our meeting. Within minutes he had retweeted, and it was shared by multiple FDOT accounts.

Davis stated that Twitter is a very easy way to reach out to our partners because they are all engaged. The more information we push out that they can use, the more benefit we will see. The website is getting a lot of positive feedback. Davis will be reaching out to our web team to see if we can add a sponsor page as well as a few other enhancements. The most popular page to drive people to the ports is the seaports page.

B. Marketing Update

Davis reported on two upcoming events: IANA and AAPA. She continues to place FPC ads in JOC and Florida Trend. She stated that the FPC will be working with EFI to identify opportunities for us to partner financially and maximize our marketing budget.

At the IANA event, FPC is a sponsor in the Florida Pavilion as well as sponsoring the kickoff networking reception and exhibit launch on Monday. Please let Davis know if you or any of your staff will be attending. We will work with FDOT on sharing messages pre-event. Anderson asked if we have thought about doing editorial visits, which would give

us a chance to emphasize the roll of seaports in the state. Sanford stated that Manatee does it every year with AAPA and their editorial board is very supportive.

Davis stated that FPC is sponsoring the luncheons at the AAPA Annual Convention. We are working on getting a cruise line executive as a keynote speaker for one of the lunches and the Governor at the other lunch. We will contact the PortMiami team to determine the game plan. She also noted that one of the scheduled trade missions was cancelled leaving funds available for travel to Honduras in December.

Please advise the FPC of all event opportunities, and if you have a main event calendar, please pass it along to Davis. There is a calendar on the FPC website.

6. Legislative

Representative Pat Rooney, Chair of the House Transportation and Ports Subcommittee, spoke to the Board about the 2015 Regular Session. Chair Rooney noted his concerns with the contentious Session, and stated that he believed that the 2016 Regular Session would be different. Chair Rooney stated that passage of the transportation package with the increase in FSTED Program funding was one of his priorities for the upcoming Session. Chair Rooney spoke briefly on the state of Florida's seaports, and thanked the members for their work to improve Florida's transportation and ports system.

A. State

i. Budget/Port Funding/FDOT Legislative Package

Rubin directed the members to the information in their materials concerning what passed and didn't pass during the 2015 Regular Session. Rubin noted that the 2015 Regular Session was one of the most contention Sessions in recent history. The Session was more notable for what didn't pass then what actually passed. Rubin noted that the FDOT Transportation Package failed to pass, but there was solid support in both the House and Senate to pass the increase in FSTED Program funding from \$15 to \$25 million. Everyone expects the package to pass during the 2016 Regular Session, and the FSTED Program language is one of the priority pieces helping to move the FDOT package through the Legislature.

Rubin stated that the FY 2015/16 Budget was finally passed during one of the several Special Sessions called over the past few months. The Governor and Legislature once again allocated more than \$100 million for priority seaport projects. The Budget did include a few line item provisions for port related projects (include funds for a security project at Port Manatee). The Governor vetoed these items because they were not vetted through the FSTED Program process. Rubin and Wheeler noted that the port directors should be proud that the Governor has recognized their efforts to identify and recommend projects for funding under the FSTED Program process. These efforts are one of the primary reasons why the Governor and the FDOT have recommended an increase in FSTED Program funds.

Rubin stated that staff is preparing for next session by continuing to educate legislators about Florida's seaports and the FSTED Program. He also noted that staff will be trying to attend as many delegation meetings as possible. We are happy to work with the ports if you want us to talk to your delegates about seaport issues. Walsh commented that Canaveral staff attends the Brevard meetings and the Central Florida meeting as well. Stubbs added that FPC members should be active in supporting their legislators as well as the Governor and FDOT, but noted that it is easy for ports to get pulled into accepting additional line item appropriations. Wheeler responded that the legislature respects the FSTED process and we need to be mindful of how to resist the requests to fund ports outside of the process. We recognize there are actions by local boards outside of the port staff's control, but we have to educate these local administrators on the FSTED process. Wheeler offered to come talk to port boards at any time and explain the process.

ii. Port Related

a. Ethics/Lobby Registration Legislation

Rubin reported on the legislation and noted FPC will continue to monitor.

iii. Miscellaneous

a. Partner Issues

Rubin mentioned the Competitive Negotiation Act, and that we had been asked by ABC to support the issue. Who will file the bill is still unknown, but we expect to see it shortly. He asked that members email him or Wheeler if there are any issues with it.

b. 2016 Legislative Session

Rubin stated that the FPC is doing a presentation during the interim committee week in October. This year session begins in January and ends in March. Rubin thinks we will get our FSTED increase and will be prepared to amend it onto another bill if necessary. We will start our first Lobby group meeting next week.

Taylor asked what we should be focused on before the session so we can prepare. Rubin stated that we have two main issues: working with the Secretary and FDOT to increase those FSTED funding numbers, and the EFI incentive issue and its potential value. Walsh asked is it worth it to us to have someone like John Martin do a single white paper. Keller stated we did that a few years ago, but that it took "a failure to act" angle. Wheeler stated he thinks it has more value if they hear it directly from you and port staff.

B. Federal

i. Federal Initiatives

a. Florida Ports Council Washington D.C. Fly-In

Rubin stated that staff is currently finalizing the details for this trip. The goal is to fly there on Wednesday, September 7, have delegate meetings, a reception in a house office building, a breakfast meeting on September 8 at the Dubliner restaurant, and a port caucus group meeting later that morning. The DRIVE Act passed, but we are hoping the House does not add port metrics language to the bill. Please let Rubin know if you will be attending the Fly-In.

ii. Issues

a. Transportation Funding & Freight Legislation

Rubin stated that the reauthorization of federal transportation legislation would be the priority of the D.C. fly-in. Staff was working with FDOT to prepare handouts for the Florida Delegation concerning our priorities in this legislation. Staff believes that freight policy would be included in the legislation upon passage. Everyone is hopeful that Congress can pass this legislation by the end of the year.

b. WRRDA/HMTF

Rubin stated that Congressional staff has stressed that House Chairman Shuster is committed to developing and passing WRDA legislation in 2016. Staff will continue to work with the Florida Delegation to provide them with information and support for WRDA 2016. Staff expects that this issue will be discussed during the Florida Port Caucus meeting of the FPC D.C. fly-in

c. APHIS Fee

The USDA has not published or implemented its final rule for the new fees. Staff has asked Congresswoman Wilson's office to invite representatives from APHIS to the Florida Ports Caucus meeting to discuss the status of the rules and fees.

Carmen Monroy, Director of the Office of Policy Planning at FDOT and John Kaliski with Cambridge Systematics, gave a presentation on FDOT's process for project funding, and a brief report on the FTP/SIS Plan Update process currently underway.

8. Adjournment

Stubbs motioned to adjourn the meeting. Cernak seconded the motion.

The motion passed unanimously and the meeting was adjourned at 11:58 a.m.

TAB 3B
BUDGET REPORT

FY 14/15 Budget Statements

Florida Seaports Council, Inc

Balance Sheet

As of September 30, 2015

Accrual Basis

	Sep 30, 15
ASSETS	
Current Assets	
Checking/Savings	
HANCOCK BANK MONEY MARKET ACCT	320,058.69
HANCOCK BANK OPERATING ACCT	60,386.98
110 · PETTY CASH ACCT	34.67
Total Checking/Savings	380,480.34
Accounts Receivable	
200 · Administrative Fees Receivable	4,035.43
Total Accounts Receivable	4,035.43
Other Current Assets	
220 · Prepaid Expenses	37,733.93
Total Other Current Assets	37,733.93
Total Current Assets	422,249.70
Fixed Assets	
254 · Loan Costs	3,632.00
257 · Accumulated Amortization	-984.00
250 · Equipment & Furnishings	58,881.34
251 · Building	
252 · Building Improvements	152,729.87
251 · Building - Other	287,641.83
Total 251 · Building	440,371.70
253 · Land	200,000.00
255 · Accumulated Depreciation	-168,383.00
Total Fixed Assets	533,518.04
Other Assets	
260 · Deposits	250.00
265 · Prepaid IRS Interest Payments	-0.44
Total Other Assets	249.56
TOTAL ASSETS	956,017.30
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
300 · Accounts Payable	-256,095.27
Total Accounts Payable	-256,095.27
Credit Cards	
First Bankcard	3,025.65
Total Credit Cards	3,025.65
Other Current Liabilities	
315 · Accrued Leave	11,389.00
301 · PAYROLL LIABILITIES	
301.2 · Direct Deposit Liabilities	-266.11
301.3 · 401K Payable	0.69
301 · PAYROLL LIABILITIES - Other	6,238.21
Total 301 · PAYROLL LIABILITIES	5,972.79
Total Other Current Liabilities	17,361.79
Total Current Liabilities	-235,707.83

Florida Seaports Council, Inc
Balance Sheet
As of September 30, 2015

Accrual Basis

	Sep 30, 15
Long Term Liabilities	
304 · Mortgage Note Payable	
304.1 · Mortgage Note Payable - Current	15,590.00
304 · Mortgage Note Payable - Other	159,177.99
Total 304 · Mortgage Note Payable	174,767.99
Total Long Term Liabilities	174,767.99
Total Liabilities	-60,939.84
Equity	
3900 · Unrestricted Net Assets	635,519.61
Net Income	381,437.53
Total Equity	1,016,957.14
TOTAL LIABILITIES & EQUITY	956,017.30

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
October 2014 through September 2015

	Oct '14 - Sep 15	Budget	\$ Over Budget	% of Budget
Income				
601 · FPC Dues	635,000.00	635,000.00	0.00	100.0%
602 · FSTED Prog. Admin/Chapter 311	343,049.00	314,549.00	28,500.00	109.1%
603 · FPFC Bond Program	0.00	186.12	-186.12	0.0%
605 · FSTED DATA JPA	0.00	0.00	0.00	0.0%
615 · MISC. INCOME	12,100.00	12,500.00	-400.00	96.8%
Total Income	990,149.00	962,235.12	27,913.88	102.9%
Expense				
6560 · PAYROLL EXPENSES	39,350.74	37,000.00	2,350.74	106.4%
6999 · UNCATEGORIZED EXPENSES	0.00			
701 · PRESIDENT	157,210.36	167,500.00	-10,289.64	93.9%
702 · VICE PRESIDENT - PUBLIC AFFAIRS	109,428.67	117,580.00	-8,151.33	93.1%
703 · VICE PRESIDENT GOVT AFFAIRS	128,712.84	138,520.00	-9,807.16	92.9%
704 · ADMINISTRATIVE STAFF	49,716.35	53,950.00	-4,233.65	92.2%
705 · FRONT OFFICE STAFF	0.00	0.00	0.00	0.0%
706 · VP PROGRAMS & PLANNING	106,239.86	115,690.00	-9,450.14	91.8%
707 · EMPLOYEE BONUS POOL	10,000.00	10,000.00	0.00	100.0%
710 · SPECIAL CONSULTANTS				
710.4 · Seaport Mission Plan	0.00	0.00	0.00	0.0%
710.2 · Legal Consultants	6,000.00	6,000.00	0.00	100.0%
710.3 · Environmental & Growth Mgmt	24,999.96	25,000.00	-0.04	100.0%
Total 710 · SPECIAL CONSULTANTS	30,999.96	31,000.00	-0.04	100.0%
715 · INSURANCE				
715.1 · Worker's Compensation	0.00	0.00	0.00	0.0%
715 · INSURANCE - Other	2,852.00	3,750.00	-898.00	76.1%
Total 715 · INSURANCE	2,852.00	3,750.00	-898.00	76.1%
720 · ACCOUNTING				
730 · BANK CHARGES/INTEREST	11,050.00	13,000.00	-1,950.00	85.0%
732 · COMMUNICATIONS	-732.27	300.00	-1,032.27	-244.1%
732.1 · Telephone/Fax/Internet/Cable	4,959.96	5,100.00	-140.04	97.3%
732.2 · Cell Phones	6,912.74	5,500.00	1,412.74	125.7%
732.3 · Printing	451.50	1,000.00	-548.50	45.2%
732.4 · Postage, Overnight Delivery	408.74	1,000.00	-591.26	40.9%
732.7 · Magazine Subscriptions	216.37	300.00	-83.63	72.1%
732.8 · Miscellaneous	961.84	1,000.00	-38.16	96.2%
Total 732 · COMMUNICATIONS	13,911.15	13,900.00	11.15	100.1%
733 · MARKETING				
	83,846.76	85,000.00	-1,153.24	98.6%

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
 October 2014 through September 2015

	Oct '14 - Sep 15	Budget	\$ Over Budget	% of Budget
750 - EQUIPMENT/SUPPLIES				
750.1 - Office Equipment	5,618.44	5,500.00	118.44	102.2%
750.2 - Computer, Hardware & Software	1,338.05	2,000.00	-661.95	66.9%
750.3 - IT Services	7,150.00	6,600.00	550.00	108.3%
750.4 - Office Supplies	3,930.32	5,000.00	-1,069.68	78.6%
750.6 - Miscellaneous	130.00	300.00	-170.00	43.3%
750 - EQUIPMENT/SUPPLIES - Other	304.30	0.00	304.30	100.0%
Total 750 - EQUIPMENT/SUPPLIES	18,471.11	19,400.00	-928.89	95.2%
755 - FSTED & FFPC Court Reporter	3,180.00	4,000.00	-820.00	79.5%
768 - MISCELLANEOUS	-0.01	1,000.00	-1,000.01	-0.0%
777 - BUILDING EXPENSES				
777.1 - Mortgage	25,364.40	25,365.00	-0.60	100.0%
777.2 - Maintenance/Repairs	2,947.40	4,000.00	-1,052.60	73.7%
777.3 - Pest/Security/Lawn/Housekeeping	5,621.62	6,400.00	-778.38	87.8%
777.4 - Insurance & Taxes	9,981.56	10,500.00	-518.44	95.1%
777.5 - Utilities	4,131.36	4,000.00	131.36	103.3%
777.6 - Miscellaneous	0.00	100.00	-100.00	0.0%
Total 777 - BUILDING EXPENSES	48,046.34	50,365.00	-2,318.66	95.4%
782 - DATA				
782.1 - State of the Ports	0.00	0.00	609.90	100.0%
782.2 - Global Opportunities	609.90	0.00	0.00	0.0%
782.3 - Seaport Mission Plan	0.00	0.00	0.00	100.0%
Total 782 - DATA	609.90	0.00	609.90	100.0%
791 - CONFERENCES				
791.1 - Conferences - Meals	1,238.57	2,000.00	-761.43	61.9%
791.2 - Conferences - Hotel	4,002.68	3,500.00	502.68	114.4%
791.3 - Conferences - Airfare	1,571.40	2,000.00	-428.60	78.6%
791.4 - Conferences - Rental Car/Gas	1,409.18	1,500.00	-90.82	93.9%
791.5 - Conferences - Fees	2,650.00	2,000.00	650.00	132.5%
791.6 - Conferences - Miscellaneous	30.00	100.00	-70.00	30.0%
Total 791 - CONFERENCES	10,901.83	11,100.00	-198.17	98.2%
792 - TRAVEL EXPENSES				
792.1 - Travel - Meals & Entertainment	9,055.47	11,000.00	-1,944.53	82.3%
792.2 - Travel - Hotel	4,820.46	6,500.00	-1,679.54	74.2%
792.3 - Travel - Airfare	3,340.61	5,000.00	-1,659.39	66.8%
792.4 - Travel - Rental Car/Gas/Parking	4,003.63	7,000.00	-2,996.37	57.2%
792.5 - Travel - Speaking Engagements	68.90	1,500.00	-1,431.10	4.6%
792.6 - Travel - Miscellaneous	49.95	500.00	-450.05	10.0%
Total 792 - TRAVEL EXPENSES	21,339.02	31,500.00	-10,160.98	67.7%

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
October 2014 through September 2015

	Oct '14 - Sep 15	Budget	\$ Over Budget	% of Budget
793 - MEETING EXPENSES				
793.1 - Meeting Expenses - MEALS	24,579.51	17,000.00	7,579.51	144.6%
793.2 - Meeting Expenses - ROOM RENTAL	161.25	2,000.00	-1,838.75	8.1%
793.3 - Meeting Expenses - AUDIO/VISUAL	171.00	2,000.00	-1,829.00	8.6%
793.4 - Meeting Expenses - PRINTING	405.00	250.00	155.00	162.0%
793.5 - Meeting Expenses - CONF. CALLS	0.00	300.00	-300.00	0.0%
793.6 - Meeting Expenses - MISC	637.26	1,000.00	-362.74	63.7%
793.7 - Meeting Expenses - NOTICES(FAW)	182.00	500.00	-318.00	36.4%
Total 793 - MEETING EXPENSES	26,136.02	23,050.00	3,086.02	113.4%
805 - OUTREACH				
805.1 - Memberships	21,465.70	22,000.00	-534.30	97.6%
805.2 - Sponsorships	2,880.00	3,000.00	-120.00	96.0%
805.3 - Lobbying	4,550.00	5,000.00	-450.00	91.0%
Total 805 - OUTREACH	28,895.70	30,000.00	-1,104.30	96.3%
806 - PROFESSIONAL DEVELOPMENT	546.00	1,000.00	-454.00	54.6%
930 - WEBSITE DEVELOPMENT	399.14	500.00	-100.86	79.8%
Total Expense	901,111.47	959,105.00	-57,993.53	94.0%
Net Income	89,037.53	3,130.12	85,907.41	2,844.5%

FY 15/16 Budget Statements

Florida Seaports Council, Inc

Balance Sheet

As of January 22, 2016

Accrual Basis

	Jan 22, 16
ASSETS	
Current Assets	
Checking/Savings	
HANCOCK BANK MONEY MARKET ACCT	875,387.58
HANCOCK BANK OPERATING ACCT	7,591.86
110 · PETTY CASH ACCT	77.66
Total Checking/Savings	883,057.10
Accounts Receivable	
200 · Administrative Fees Receivable	34,875.43
Total Accounts Receivable	34,875.43
Other Current Assets	
220 · Prepaid Expenses	37,733.93
Total Other Current Assets	37,733.93
Total Current Assets	955,666.46
Fixed Assets	
254 · Loan Costs	3,632.00
257 · Accumulated Amortization	-984.00
250 · Equipment & Furnishings	58,881.34
251 · Building	
252 · Building Improvements	152,729.87
251 · Building - Other	287,641.83
Total 251 · Building	440,371.70
253 · Land	200,000.00
255 · Accumulated Depreciation	-168,383.00
Total Fixed Assets	533,518.04
Other Assets	
260 · Deposits	250.00
265 · Prepaid IRS Interest Payments	-0.44
Total Other Assets	249.56
TOTAL ASSETS	1,489,434.06
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
300 · Accounts Payable	-285,891.24
Total Accounts Payable	-285,891.24
Other Current Liabilities	
315 · Accrued Leave	11,389.00
301 · PAYROLL LIABILITIES	
301.2 · Direct Deposit Liabilities	21,649.02
301.3 · 401K Payable	0.69
301 · PAYROLL LIABILITIES - Other	6,987.66
Total 301 · PAYROLL LIABILITIES	28,637.37
Total Other Current Liabilities	40,026.37
Total Current Liabilities	-245,864.87

Florida Seaports Council, Inc
Balance Sheet
As of January 22, 2016

Accrual Basis

	Jan 22, 16
Long Term Liabilities	
304 · Mortgage Note Payable	
304.1 · Mortgage Note Payable - Current	15,590.00
304 · Mortgage Note Payable - Other	159,177.99
Total 304 · Mortgage Note Payable	174,767.99
Total Long Term Liabilities	174,767.99
Total Liabilities	-71,096.88
Equity	
3900 · Unrestricted Net Assets	1,016,957.14
Net Income	543,573.80
Total Equity	1,560,530.94
TOTAL LIABILITIES & EQUITY	1,489,434.06

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
 October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
Income				
601 · FPC Dues	619,500.00	619,500.00	0.00	100.0%
602 · FSTED Prog. Admin/Chapter 311	233,962.00	313,962.00	-80,000.00	74.5%
615 · MISC. INCOME	0.00	15,000.00	-15,000.00	0.0%
Total Income	853,462.00	948,462.00	-95,000.00	90.0%
Expense				
6560 · PAYROLL EXPENSES				
701 · PRESIDENT	12,355.59	37,000.00	-24,644.41	33.4%
702 · VICE PRESIDENT - PUBLIC AFFAIRS	55,480.13	173,150.00	-117,669.87	32.0%
703 · VICE PRESIDENT GOVT AFFAIRS	40,040.96	119,402.00	-79,361.04	33.5%
704 · ADMINISTRATIVE STAFF	45,562.08	141,240.00	-95,677.92	32.3%
706 · VP PROGRAMS & PLANNING	19,246.13	56,950.00	-37,703.87	33.8%
707 · EMPLOYEE BONUS POOL	39,768.97	119,870.00	-80,101.03	33.2%
710 · SPECIAL CONSULTANTS	10,000.00	10,000.00	0.00	100.0%
710.2 · Legal Consultants	3,000.00	6,000.00	-3,000.00	50.0%
710.3 · Environmental & Growth Mgmt	8,666.64	25,000.00	-16,333.36	34.7%
Total 710 · SPECIAL CONSULTANTS	11,666.64	31,000.00	-19,333.36	37.6%
715 · INSURANCE				
715.1 · Worker's Compensation	381.00	4,000.00	-3,619.00	9.5%
715.2 · Director's Errors & Omissions	0.00	1,000.00	-1,000.00	0.0%
Total 715 · INSURANCE	381.00	5,000.00	-4,619.00	7.6%
720 · ACCOUNTING	1,050.00	13,500.00	-12,450.00	7.8%
730 · BANK CHARGES/INTEREST	88.37	200.00	-111.63	44.2%
732 · COMMUNICATIONS				
732.1 · Telephone/Fax/Internet/Cable	1,624.63	5,100.00	-3,475.37	31.9%
732.2 · Cell Phones	1,277.86	4,900.00	-3,622.14	26.1%
732.3 · Printing	0.00	1,000.00	-1,000.00	0.0%
732.4 · Postage, Overnight Delivery	58.80	1,000.00	-941.20	5.9%
732.7 · Magazine Subscriptions	34.93	300.00	-265.07	11.6%
732.8 · Miscellaneous	1,472.42	1,000.00	472.42	147.2%
Total 732 · COMMUNICATIONS	4,468.64	13,300.00	-8,831.36	33.6%
733 · MARKETING	6,421.88	75,000.00	-68,578.12	8.6%
750 · EQUIPMENT/SUPPLIES				
750.1 · Office Equipment	2,006.32	5,500.00	-3,493.68	36.5%
750.2 · Computer, Hardware & Software	1,109.39	2,000.00	-890.61	55.5%
750.3 · IT Services	2,200.00	6,600.00	-4,400.00	33.3%
750.4 · Office Supplies	220.48	5,000.00	-4,779.52	4.4%
750.6 · Miscellaneous	470.36	300.00	170.36	156.8%
Total 750 · EQUIPMENT/SUPPLIES	6,006.55	19,400.00	-13,393.45	31.0%
755 · FSTED & FFPC Court Reporter	0.00	3,500.00	-3,500.00	0.0%

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
 October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
777 · BUILDING EXPENSES				
777.1 · Mortgage	6,341.10	25,365.00	-19,023.90	25.0%
777.2 · Maintenance/Repairs	0.00	3,000.00	-3,000.00	0.0%
777.3 · Pest/Security/Lawn/Housekeeping	1,434.62	6,500.00	-5,065.38	22.1%
777.4 · Insurance & Taxes	6,488.57	11,000.00	-4,511.43	59.0%
777.5 · Utilities	1,296.34	4,000.00	-2,703.66	32.4%
777.6 · Miscellaneous	0.00	100.00	-100.00	0.0%
Total 777 · BUILDING EXPENSES	15,560.63	49,965.00	-34,404.37	31.1%
782 · DATA				
782.2 · Global Opportunities	8,400.00	0.00	8,400.00	100.0%
Total 782 · DATA	8,400.00	0.00	8,400.00	100.0%
791 · CONFERENCES				
791.1 · Conferences - Meals	1,016.22	2,000.00	-983.78	50.8%
791.2 · Conferences - Hotel	2,256.55	3,000.00	-743.45	75.2%
791.3 · Conferences - Airfare	2,379.67	2,000.00	379.67	119.0%
791.4 · Conferences - Rental Car/Gas	2,205.89	1,500.00	705.89	147.1%
791.5 · Conferences - Fees	375.00	2,000.00	-1,625.00	18.8%
791.6 · Conferences - Miscellaneous	25.95	100.00	-74.05	26.0%
Total 791 · CONFERENCES	8,259.28	10,600.00	-2,340.72	77.9%
792 · TRAVEL EXPENSES				
792.1 · Travel - Meals & Entertainment	1,844.32	11,000.00	-9,155.68	16.8%
792.2 · Travel - Hotel	1,385.74	6,500.00	-5,114.26	21.3%
792.3 · Travel - Airfare	-170.77	5,000.00	-5,170.77	-3.4%
792.4 · Travel - Rental Car/Gas/Parking	919.84	7,000.00	-6,080.16	13.1%
792.5 · Travel - Speaking Engagements	395.33	1,500.00	-1,104.67	26.4%
792.6 · Travel - Miscellaneous	0.00	500.00	-500.00	0.0%
Total 792 · TRAVEL EXPENSES	4,374.46	31,500.00	-27,125.54	13.9%
793 · MEETING EXPENSES				
793.1 · Meeting Expenses - MEALS	4,525.18	17,000.00	-12,474.82	26.6%
793.2 · Meeting Expenses - ROOM RENTAL	0.00	2,000.00	-2,000.00	0.0%
793.3 · Meeting Expenses - AUDIO/VISUAL	0.00	500.00	-500.00	0.0%
793.4 · Meeting Expenses - PRINTING	0.00	250.00	-250.00	0.0%
793.5 · Meeting Expenses - CONF. CALLS	0.00	100.00	-100.00	0.0%
793.6 · Meeting Expenses - MISC	590.40	1,000.00	-409.60	59.0%
793.7 · Meeting Expenses - NOTICES(FAW)	29.40	500.00	-470.60	5.9%
Total 793 · MEETING EXPENSES	5,144.98	21,350.00	-16,205.02	24.1%
805 · OUTREACH				
805.1 · Memberships	20,560.00	22,000.00	-1,440.00	93.5%
805.2 · Sponsorships	0.00	4,000.00	-4,000.00	0.0%
805.3 · Lobbying	0.00	5,000.00	-5,000.00	0.0%
Total 805 · OUTREACH	20,560.00	31,000.00	-10,440.00	66.3%

Accrual Basis

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
October 2015 through September 2016

	Oct '15 - Sep 16	Budget	\$ Over Budget	% of Budget
806 · PROFESSIONAL DEVELOPMENT	584.00	500.00	84.00	116.8%
930 · WEBSITE DEVELOPMENT	240.00	500.00	-260.00	48.0%
Total Expense	315,660.29	963,927.00	-648,266.71	32.7%
Net Income	537,801.71	-15,465.00	553,266.71	-3,477.5%

TAB 3C
PRESIDENT'S COMMENTS

TO BE DISCUSSED AT MEETING

TAB 3D
OTHER ISSUES



Summer Board Meeting *ITINERARY*

Thursday, June 23, 2016

10:00 a.m. – 4:00 p.m.

Hyatt Regency - Orlando International Airport

Thursday, June 23, 2016

10:00 a.m. – Noon	FPC Board Meeting	Hyatt Regency Orlando
12:15 – 1:15 p.m.	Lunch	Hyatt Regency Orlando
1:30 p.m. – 4:00 p.m.	FPC Board Meeting	Hyatt Regency Orlando

Lunch Sponsored By:



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



Annual Board Meeting *ITINERARY*

October 5, 2016 – October 6, 2016
Marriott Miami Biscayne Bay, Miami, Florida

Wednesday, October 5, 2016

9:00 a.m. – Noon	SEMC Meeting	Marriott Biscayne Bay
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Lunch Sponsored by:

Noon – 1:00 p.m.	Lunch	Marriott Biscayne Bay
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1:30 p.m. – 5:30 p.m.	FPC Annual Board Meeting	Marriott Biscayne Bay
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Break Sponsored by:



Reception Sponsored by:

6:00 p.m. – 7:30 p.m.	Reception	Marriott Biscayne Bay
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7:30 p.m. – 9:30 p.m.	Dinner (Private)	To be Determined (Transportation Provided)
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Dinner Sponsored by:

Thursday, October 6, 2016

8:00 a.m. – 9:00 a.m.	Port Directors' Breakfast (Port Directors Only)	Marriott Biscayne Bay
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9:30 a.m. – 12:00 p.m.	FPC Board Meeting	Marriott Biscayne Bay
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12:00 p.m. – 12:45 p.m.	Lunch	Marriott Biscayne Bay
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1:00 p.m. – 5:00 p.m.	FSTED Meeting	Marriott Biscayne Bay
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For more information contact: Christy Gandy at (850) 222-8028 or christy.gandy@flaports.org

Sponsorship Opportunities

Get unique access to Florida's Port CEOs by becoming a Florida Ports Council Sponsor!

Florida Ports Council Sponsors are in the spotlight at our events. Sponsors are given name and logo recognition on all our event marketing – which includes our website, email, social media and print marketing. Not only are you able to network with key decision makers, sponsors are often given time to speak during the event so that you can deliver your message directly. We offer everything from intimate gatherings at dinner, to a larger audience at our VIP cocktail reception. Opportunities are listed below with details of the events and the benefits you receive as a Florida Ports Council Sponsor. Some event options are very popular so confirm your sponsorship early if you desire something specific on the list.

Fall/Annual Board Meeting

The Florida Ports Council Annual Board Meeting is a two-day event with a variety of sponsorship opportunities that can meet any budget. The 2016 Annual Board Meeting will be in August/September of 2016.

Legislative Forum/Spring Board Meeting

The FPC Legislative Forum/Spring Board Meeting is another two-day event held during Legislative Session in Tallahassee. Highlight your product or service to approximately 30 port executives with speaking time during the luncheon or have one-on-one time with port directors and legislators during the VIP cocktail reception.

Summer Board Meeting

This one day, fly-in event is held at a centralized Florida location in an airport hotel in June or July. Join the FPC Board of Directors for lunch to feature your company.

Sponsorship Opportunities (based on availability):

- **Platinum Sponsorship \$5,000** – up to four (4) attendees at the FPC Board of Directors' VIP cocktail reception and dinner with the FPC Port Directors and staff, FPC staff and any special invitees as deemed by the FPC (i.e. Legislators, Agency Directors/staff, Industry Partners, etc.). Available for the Annual and Legislative Board Meetings only.
- **Gold Sponsorship \$3,500** – up to four (4) attendees at the FPC Board of Directors' VIP cocktail reception with the FPC Port Directors and staff, FPC staff and any special invitees as deemed by the FPC (i.e. Legislators, Agency Directors/staff, Industry Partners, etc.). Available for the Annual and Legislative Board Meetings only.
- **Silver Sponsorship \$1,000** – up to two (2) for lunch with FPC Board of Directors and staff, FPC staff and any special invitees as deemed by the FPC (i.e. Legislators, Agency Directors/staff, Industry Partners, etc.). Available for the Annual, Legislative and Summer Board Meetings.
- **Bronze Sponsorship \$500** – One (1) attendee for afternoon snack break with FPC Board of Directors, port/agency staff and FPC staff. Available for all meetings.

All options include:

- Signage at hosted event and an opportunity to distribute promotional materials
- Acknowledgement from Florida Ports Council Chairman, and an opportunity to share brief comments
- Name and logo recognition on all appropriate event marketing
- Acknowledgement from Florida Ports Council on social media outlets (i.e. Facebook, Twitter, etc.)
- Link on the Florida Ports Council website to your website

If you don't see an option you like, [contact us](#) – we'll work with you!

Questions about any of the options above? Please contact christy.gandy@flaports.org or call (850) 222-8028.

The Florida Ports Council is a 501(c)(6) non-profit organization. Your sponsorship contributions may be tax deductible. Please consult with the IRS or a tax professional regarding the deductibility of your contributions.

EVENTS

- [Calendar](#)
- [Archived Events](#)
- [Submit an Event](#)
- [Sponsorship Opportunities](#)

PRIOR SPONSORS

BATSON-COOK
C O M P A N Y

CDM
Smith

HERDT
IT'S OUR PEOPLE

MARINER
Insight to Achieve

 **VIMRO**
OUTCOME AS A SERVICE

Sponsorship Opportunities

Get unique access to Florida's Port CEOs by becoming a Florida Ports Council Sponsor!

Florida Ports Council Sponsors are in the spotlight at our events. Sponsors are given name and logo recognition on all our event marketing – which includes our website, email, social media and print marketing. Not only are you able to network with key decision makers, sponsors are often given time to speak during the event so that you can deliver your message directly. We offer everything from intimate gatherings at dinner, to a larger audience at our VIP cocktail reception. Opportunities are listed below with details of the events and the benefits you receive as a Florida Ports Council Sponsor. Some event options are very popular so confirm your sponsorship early if you desire something specific on the list.

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This one day, fly-in event is held at a centralized Florida location in an airport hotel in June or July. Join the FPC Board of Directors for lunch to feature your company.

Sponsorship Opportunities (based on availability):

- **Platinum Sponsorship \$5,000**– up to four (4) attendees at the FPC Board of Directors' VIP cocktail reception and dinner with the FPC Port Directors and staff, FPC staff and any special invitees as deemed by the FPC (i.e. Legislators,

Agency Directors/staff, Industry Partners, etc.). **Available for the Annual and Legislative Board Meetings only.**

- **Gold Sponsorship \$3,500** – up to four (4) attendees at the FPC Board of Directors' VIP cocktail reception with the FPC Port Directors and staff, FPC staff and any special invitees as deemed by the FPC (i.e. Legislators, Agency Directors/staff, Industry Partners, etc.). **Available for the Annual and Legislative Board Meetings only.**
- **Silver Sponsorship \$1,000** – up to two (2), for lunch with FPC Board of Directors and staff, FPC staff and any special invitees as deemed by the FPC (i.e. Legislators, Agency Directors/staff, Industry Partners, etc.). **Available for the Annual, Legislative and Summer Board Meetings.**
- **Bronze Sponsorship \$500** – One (1) attendee for afternoon snack break with FPC Board of Directors, port/agency staff and FPC staff. **Available for all meetings.**

All options include:

- Signage at hosted event and an opportunity to distribute promotional materials
- Acknowledgement from Florida Ports Council Chairman, and an opportunity to share brief comments
- Name and logo recognition on all appropriate event marketing
- Acknowledgement from Florida Ports Council on social media outlets (i.e. Facebook, Twitter, etc.)
- Link on the Florida Ports Council website to your website

If you don't see an option you like, [contact us](#) – we'll work with you!

Questions about any of the options above? Please contact christy.gandy@flaports.org or call (850) 222-8028.

TAB 4
COMMUNICATIONS/
MARKETING



News & Updates

Port Tampa Bay CEO Paul Anderson Elected Chairman of the Florida Ports Council

September 3, 2015

TALLAHASSEE, Fla. (September 3, 2015) – At the Florida Ports Council Annual Board Meeting today in Sarasota, Port Tampa Bay CEO Paul Anderson was elected chairman of the Council. Port of Fernandina Director Val Schwec's term ended as of this meeting. Anderson will be chairing the Board of the Florida Ports Council, which is the professional association of Florida's 16 public seaports, providing advocacy, leadership and research on seaport-related issues at the state and federal level. The other officers elected were Steven Cernak, CEO of Port Everglades, as Vice-Chairman, and John Walsh, CEO of Port Canaveral, as Secretary-Treasurer.

"Paul Anderson has been an invaluable member of the Florida Ports Council both as legislative co-chair and as vice chairman. His extensive experience at the state and federal levels will be a great asset to our organization," said Doug Wheeler, president and CEO of the Florida Ports Council. "We look forward to working with federal and state leaders on improving freight funding and policy and to continuing our leadership role in positioning Florida as a leader in the global marketplace."

Anderson has dedicated his work to the success and advancement of the nation's seaports. A former federal maritime commissioner, he has held numerous other high-profile leadership positions in the public and private sectors over the past three decades—all of which have served to make him an extremely qualified leader in the maritime industry. Prior to joining Port Tampa Bay, Anderson served as the chief executive officer of the Jacksonville Port Authority. Additionally, he currently serves as elected chairman of the Florida Ports Financing Commission and has held several leadership roles within the American Association of Port Authorities. In addition, Anderson currently serves on the board of directors for both the Florida Chamber of Commerce and Associated Industries of Florida.

"I am honored and humbled by the confidence my fellow port directors have placed with me. I look forward to working with them and all of our ports to continue the great work of being a leading economic engine for the state of Florida," Paul Anderson, port president and CEO, said.





News & Updates

Port Panama City Director Wayne Stubbs Elected Chairman of the FSTED Council

September 4, 2015

TALLAHASSEE, Fla. (September 4, 2015) – Yesterday afternoon, the [Florida Seaport Transportation and Economic Development \(FSTED\) Council](#) elected Wayne Stubbs, port director of Port Panama City, as chair. He replaces Manuel Almira, director of Port of Palm Beach, who served as chair for two years. The FSTED Council is comprised of the port directors for Florida's 15 public seaports, and representatives from the Florida Department of Transportation and the Department of Economic Opportunity. The Council oversees the FSTED Program (Chapter 311, Florida Statutes), a state and local financing program of priority seaport transportation projects. The Florida Ports Council staffs the FSTED Council and administers the FSTED program. The other officers elected were Brian Taylor, CEO of JAXPORT, as Vice-Chairman, and Amy Miller, port director for Port of Pensacola, as Secretary-Treasurer.

"Wayne Stubbs brings a wealth of practical and historical knowledge of Florida ports and the FSTED Program funding process," said Doug Wheeler, president and CEO of the Florida Ports Council. "The FSTED Council is continually committed to identifying and allocating funds to port projects that will significantly enhance the economy and bring jobs and trade to the state of Florida."

Stubbs has been at Port Panama City for more than 14 years, and has worked within the Florida port system for nearly 30 years.

"The FSTED funding process has been critical in unifying Florida ports in their efforts to make Florida competitive in the global marketplace. I feel privileged to have been elected by my peers to this important position and am excited to be a part of forming the future of our state's logistics assets," said Stubbs.



Port Tampa Bay CEO named chairman of Florida Ports Council

Reynolds Hutchins, Associate Editor | Sep 03, 2015 5:51PM EDT



Port Tampa Bay

[Port Tampa Bay](#) president and CEO Paul Anderson has been named chairman of Florida's ports council, where all 15 of the state's public seaports have been making a concerted effort of late to lure new business to the Sunshine State's marine gateways.

A former federal maritime commissioner, [Anderson](#) brings more than three decades of public and private sector experience in the industry to the [Florida Ports Council](#). Prior to joining Port Tampa Bay, Anderson served as the chief executive officer of the Jacksonville Port Authority. He currently serves as elected chairman of the Florida Ports Financing Commission and has held several leadership roles within the American Association of Port Authorities. In addition, Anderson serves on the board of directors for both the Florida Chamber of Commerce and Associated Industries of Florida.

The Florida Ports Council has been a major player in the state's ongoing push to drive more business to its waterfronts.

A [report](#) commissioned by the council earlier this year, however, painted a picture of lost opportunities in Florida's \$46 billion container trade. In 2013 alone, the study said, more than 308,000 TEUs were imported into Florida through non-state ports. More than half of imports arriving from northern Europe moved into the country through out-of-state ports.

Only about half of the imports from the state's largest trade partner, Southeast Asia, entered through Florida. In 2013, about 537,000 containers en route to Florida entered the U.S. through ports in Georgia, Texas and Louisiana, the study found.

New Florida Ports Council Chairman Named



By [MarEx](#) 2015-09-04 12:06:17

Port Tampa Bay President and CEO Paul Anderson has been elected chairman of the Florida Ports Council, an association of the state's 15 public seaports, headquartered in Tallahassee. The association represents the voice of the port industry in Florida and provides leadership, on both the state and federal levels, in key initiatives that bolster the state's maritime interests and seaborne trade, domestically and internationally.

"I am honored and humbled by the confidence my fellow port directors have placed in me. "Florida's seaports are vital economic drivers in this state," Paul Anderson, Tampa Bay Port president and CEO, said. As incoming chairman, I look forward to working with them and all of our world-class ports in continuing to drive economic development and job creation for the state of Florida."

As president and CEO of Port Tampa Bay, Anderson oversees the customer-driven, strategic business focus of the port in working with stakeholders to develop and manage marine terminals while also supporting infrastructure for the benefit of the regional economy.

In serving as chairman of the Florida Ports Council, Anderson will utilize his expertise to lead the Florida Ports Council, representing Florida's network of seaports, which generate substantial economic contributions to every region of the state. Additionally, he is well poised to help bolster Port Tampa Bay as a leading port of the future.

"Paul Anderson has been an invaluable member of the Florida Ports Council, both as legislative co-chair and as vice chairman. His extensive experience at the state and federal levels will be a great asset to our organization," said Doug Wheeler, president and CEO of the Florida Ports Council. "We look forward to working with federal and state leaders on improving freight funding and policy and to continuing our leadership role in positioning Florida as a leader in the global marketplace."

Anderson has dedicated his work to the success and advancement of the nation's seaports. A former federal maritime commissioner, he has held numerous other high-profile leadership positions in the public and private sectors over the past three decades—all of which have served to make him an extremely qualified leader in the maritime industry. Prior to joining Port Tampa Bay, Anderson served as the chief executive officer of the Jacksonville Port Authority.

Additionally, he currently serves as elected chairman of the Florida Ports Financing Commission and has held several leadership roles within the American Association of Port Authorities. In addition, Anderson currently serves on the board of directors for both the Florida Chamber of Commerce and Associated Industries of Florida.



SEPTEMBER 3, 2015

PORT TAMPA BAY CEO ELECTED CHAIRMAN OF FLORIDA PORTS COUNCIL

Port Tampa Bay president and CEO Paul Anderson has been elected chairman of the Florida Ports Council, an association of the state's 15 public seaports, headquartered in Tallahassee. The association represents the voice of the port industry in Florida and provides leadership, on both the state and federal levels, in key initiatives that bolster the state's maritime interests and seaborne trade, domestically and internationally.

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Anderson has dedicated his work to the success and advancement of the nation's seaports. A former federal maritime commissioner, he has held numerous other high-profile leadership positions in the public and private sectors over the past three decades—all of which have served to make him an extremely qualified leader in the maritime industry. Prior to joining Port Tampa Bay, Anderson served as the chief executive officer of the Jacksonville Port Authority. Additionally, he currently serves as elected chairman of the Florida Ports Financing Commission and has held several leadership roles within the American Association of Port Authorities. In addition, Anderson currently serves on the board of directors for both the Florida Chamber of Commerce and Associated Industries of Florida.



THE MORNING READ OF WHAT'S HOT IN FLORIDA POLITICS



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**PORT TAMPA BAY CEO PAUL ANDERSON ELECTED CHAIRMAN OF
THE FLORIDA PORTS COUNCIL** via FlaPorts.org

At the Florida Ports Council annual board meeting ... Port Tampa Bay CEO **Paul Anderson** was elected chairman of the Council. Anderson will be chairing the Board of the Florida Ports Council, which is the professional association of Florida's 15 public seaports, providing advocacy, leadership and research on seaport-related issues at the state and federal level.

News & Updates

FPC joins Business Rent Tax Coalition efforts to eliminate costly FL Tax

December 23, 2015

TALLAHASSEE, Fla. (Dec. 17, 2015) – A new video highlighting Florida's burdensome and costly business rent tax was released today as part of a statewide campaign to encourage lawmakers to eliminate—over six years—this Florida-only tax starting with one percent during the 2016 Legislative Session.

Coalescing around a common goal of making Florida's business climate more competitive, small businesses, job creators and business groups, known as the [Business Rent Tax Coalition](#), are collectively advocating for a one percent business rent tax cut.

For Florida to be more competitive and inviting to business, we must cut the business rent tax," said Carrie O'Rourke, Florida Realtors® vice president of public policy. "Adding sales tax to rent can mean the difference in whether a small business is able to grow and expand—or even if they can stay in business at times. We urge lawmakers to take action this year to cut the business rent tax by one percent, which will provide broad-based tax relief for businesses across Florida, increase job opportunities and encourage economic growth."

Florida is currently the **only state in the nation** that charges a business rent tax. That means in Florida, businesses pay a six percent tax on the space they lease, including added costs to that lease, such as property taxes, maintenance and the cost of insurance.

Florida's business rent tax costs Florida businesses \$1.7 billion every single year. A one percent reduction this year, as advocated by the [Business Rent Tax Coalition](#), would keep \$287 million in the hands of Florida's job creators, allowing employers to hire additional employees, increase employee benefits and reinvest back into their businesses.



Click on photo to watch the video on the Outlydoutlet Tax website

"Florida is working to be more competitive at all levels, including reducing the cost of doing business for our companies," said Doug Wheeler, president and CEO of the Florida Ports Council. "We appreciate the efforts of Governor Scott and the Florida Chamber to eliminate the burdensome business rent tax and increase our ability to attract businesses to Florida."

The Florida Ports Council joined the below organizations in the Business Rent Tax Coalition, which currently includes 21 statewide, regional, and local organizations:

TAB 5
PARTNER UPDATES

**AMERICAN ASSOCIATION OF
PORT AUTHORITIES
(AAPA)**

TO BE DISCUSSED AT MEETING

**ASSOCIATED INDUSTRIES
OF FLORIDA (AIF)**

ASSOCIATED INDUSTRIES OF FLORIDA

2016 SESSION



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.



PRIORITIES

The Voice of Florida Business Since 1920

a means to seek 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.

Florida Seaport Transportation and Economic Development Program

Under the leadership of Governor Rick Scott, Florida's seaports and the state have partnered to advance Florida's maritime industry's role in growing Florida's economy both domestically and internationally. Through the reduction of regulations, quality appointments to port authorities and in conjunction with individual port authority directors, never before has the state utilized its port system in a way that can make Florida as competitive in the hemisphere as it is today. An important program to the growth of the state's port system is the Florida Seaport Transportation and Economic Development (FSTED) program, which serves as an important mechanism for seaport capital improvement projects. Continuing this program and increasing its value to Florida's seaport partners is critical.

AIF SUPPORTS permanently increasing FSTED funding and spending cap levels from \$15 million to \$25 million, a very important provision for Florida's ports. AIF also supports creating the FDOT Business Development Program as a mechanism to help educate and provide expertise to Florida's small businesses looking to do work in the Department's often-complex procurement process.

Natural Gas Rebate Program

During the past several years, exploration has uncovered a supply of natural gas in the United States, resulting in a reduction in the price of natural gas and an increased interest in natural gas-powered vehicles, fuel plants, and refueling infrastructure. In 2013, the Florida Legislature took the lead in encouraging public and private sector organizations to convert their gas and diesel powered fleets to compressed natural gas (CNG), through the natural gas fuel fleet vehicle rebate program within the Department of Agriculture and Consumer Services (DACS). The purpose of the program is to help to reduce transportation costs and encourage freight mobility investments that contribute to the economic growth of the state by incentivizing organizations to convert their fleets through rebates.

AIF SUPPORTS the natural gas fuel fleet vehicle rebate program, and allowing both public and private entities to reapply for additional rebates when converting their fleets to CNG when there are outstanding funds for the program at DACS.

Incentive Reform

States are constantly competing for high wage jobs and Florida must ensure its incentive programs are structured in a manner that maximizes our opportunity to attract these jobs. **AIF SUPPORTS** removing the individual company cap on Qualified Target Industry and Qualified Defense Contractor tax credits.

Florida's Innovation Incentive Fund was once only used for large-scale projects in which the ability to react quickly wasn't a major driver in completing a deal. More recently, Innovation Fund projects vary and the state's ability to respond quickly is a key component for our competitiveness. For this reason, **AIF SUPPORTS** reforms to close deals more promptly and make the Innovation Fund approval process mirror that of the Quick Action Closing fund.

Transportation Network Companies

AIF SUPPORTS statewide digital transportation service policies to create price competition, promote consumer choice, enhance customer experience, create jobs and remove anti-competitive local regulations. As it relates to insurance, ridesharing drivers, their passengers, and the insurers that indemnify them will benefit from a comprehensive, statewide framework for insurance responsibilities. AIF will continue to advocate for legislation that balances the need for insurance certainty with our support for the innovation and technology represented by ridesharing companies.



For more information,
please visit aif.com

CAGTC

(Coalition for America's Gateways and Trade Corridors)

TO BE DISCUSSED AT MEETING

ENTERPRISE FLORIDA



JOIN SECRETARY OF COMMERCE BILL JOHNSON
ON AN EXPORT DEVELOPMENT TRADE MISSION TO
MEXICO CITY, MEXICO | **MAY 23-26, 2016**



ENTERPRISEFLORIDA.COM

Organized by Enterprise Florida, the official economic
development organization for the State of Florida.





Dear International Business Leader:

I am pleased to invite you to participate in Enterprise Florida's Export Development Trade Mission to Mexico City scheduled for May 23-26, 2016.

With 120 million people and a GDP of approximately \$1.33 trillion, Mexico offers tremendous opportunities for Florida companies interested in increasing their footprint in Latin America. Mexico is currently our nation's third largest trading partner and second largest export market for U.S. products. Mexico ranks tenth among Florida's trading partners; our state exported more than \$1.6 billion to Mexico last year.

The North American Free Trade Agreement (NAFTA) is the most important feature in the U.S.-Mexico bilateral commercial relationship. Since its inception in 1994, bilateral trade between Mexico and the U.S. has increased more than 500%. And, with negotiations currently underway for the Trans-Pacific Partnership (TPP), the U.S. and Mexico seek to go beyond NAFTA and strengthen economic ties further.

Florida companies are well-positioned to benefit from these opportunities. The Export Development Trade Mission will provide you with an excellent opportunity to enter or expand your business in Mexico.

I urge you to join me on this mission as we work together to grow our state's economic ties with this important trading partner.

Sincerely,

Bill Johnson
Florida Secretary of Commerce
President and CEO, Enterprise Florida, Inc.

Mission Itinerary^{*}

Monday, May 23

- Arrive Mexico City
- Transfer to hotel for check-in
- Welcome evening networking reception hosted by US Ambassador to Mexico

Tuesday, May 24th

- Breakfast and country commercial briefing by US Embassy staff and welcome remarks by Secretary Bill Johnson
- All Day: Gold Key and SelectUSA Gold Key one-on-one appointments
- Networking luncheon

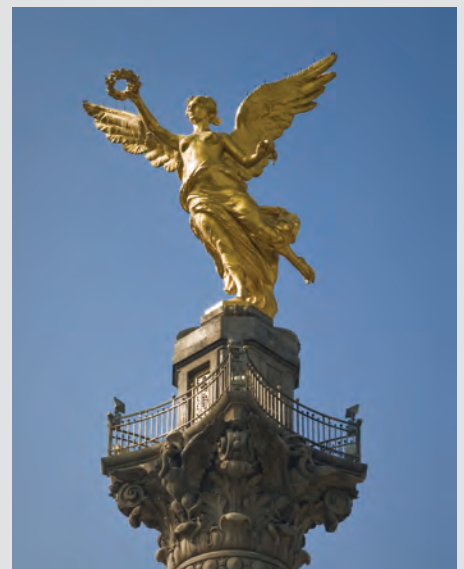
Wednesday, May 25th

- All Day: Gold Key one-on-one appointments
- 'Business Opportunities in Florida' seminar for non-Gold Key participants
- Networking Luncheon

Thursday, May 26th

- Day free for follow up appointments
- Depart for return to Miami, Florida

^{*}Itinerary subject to change





Best Export Opportunities

Given the size of the Mexican market, there are many promising prospects. The industry list below is extensive but not exclusive and ample opportunities may exist for some industries not explicitly listed. If your industry is not mentioned below, please contact us for a no-obligation assessment. Leading sectors for Florida exports to Mexico include:

- Automotive Parts and Supplies
- Aviation Parts & Services
- Building Materials and Services
- Education and Training Services
- Electrical Power Generation
- Environmental Technologies and Water
- Internet and IT Services
- Medical Devices
- Packaging Equipment
- Plastic Materials/Resins
- Renewable Energy
- Security and Safety Equipment and Services
- Smart Grid
- Telecommunications Equipment
- Transportation Infrastructure Equipment and Services



Specific to the nation's infrastructure development, including the new international airport, the Mexican Government's National Infrastructure Program was announced in 2014. It outlines the combined public and private investment of \$586 billion in infrastructure projects to be focused on six main sectors:

- Transportation and Communications
- Energy
- Water treatment and Infrastructure
- Public Health
- Housing
- Urban Development and Tourism

These industry sectors and announced infrastructure program offer vast opportunities for Florida businesses interested in developing this market. We encourage your participation.



U.S. Commercial Service in Mexico City, Mexico

As part of EFI's Gold Key Package, participants will have the opportunity to take advantage of the unparalleled trade facilitation services provided by the U.S. Commercial Service (USCS) in Mexico City. The USCS will coordinate all one-on-one Gold Key appointments. The USCS offers a variety of products and services designed to facilitate U.S. exports and foreign direct investment opportunities.

Option 1: GOLD KEY PACKAGE – 2 FULL DAYS

- ☐ First company representative \$1,675
(limited availability)
- ☐ Additional company representative \$500

Package includes the following:

- **Gold Key Service***: The U.S. Commercial Service will schedule one-on-one appointments with pre-screened Mexican companies that have expressed an interest in your product or service.

*Gold Key participation will be limited to Florida manufacturers, distributors, and service companies that best meet the participation criteria. Selection of these firms will be on a first come first-served basis. Final selection will be determined by the U.S. Commercial Officer after a review to ensure market suitability.

GRANTS: EFI will offer a limited number of Gold Key Matchmaking one-on-one appointments through the USCS for participating Florida companies. The price of this service is \$1,675. However, small and mid-sized Florida manufacturers and eligible high tech companies and professional service providers may qualify for a **Gold Key Grant**, which will **offset 100 percent of the Matchmaking Registration fee** for the first company representative. A separate application process will be required for this grant. Additional company representatives will be charged a \$500 fee.

Option 2: Select USA Gold Key Package for EDOs - 1 FULL DAY

- ☐ First EDO representative \$1,100
(limited availability)
- ☐ Additional EDO representative \$500

Package includes the following:

- **SelectUSA Gold Key Service**: The U.S. Commercial Service will schedule one-on-one appointments with pre-screened Mexican companies that have expressed an interest in your community.

*SelectUSA Gold Key participation will be limited to Florida communities that best meet the criteria of potential investors. Selection of these EDO's will be on a first come first-served basis. Final selection will be determined by the U.S. Commercial Officer after a review to ensure market suitability.

Option 3: Delegate Package

- ☐ Delegate \$650

Delegate package does not include any one-on-one appointments.

Package includes the following:

- Admission to all mission events
- Airport transfers in country when traveling on official mission flights
- Ground transportation to all mission events.

Note: This option encourages delegates to schedule their own individual appointments and activities during their free time.

TRAVEL ARRANGEMENTS

Express Travel, an independent travel agency, will coordinate all airline and hotel reservations. Special group discounted airfare and hotel rates have been negotiated for this event. Mission participants are expected to travel as a group and must do so in order to use ground transportation. For additional travel guidance, please contact Express Travel: (305) 341-1200.

ESTIMATED TRAVEL COSTS:

HOTEL: Single or Double US\$270/night
including breakfast, taxes and internet

FLIGHTS: (Estimated costs)

Roundtrip airfare from Miami to Mexico City, Mexico US\$525.91+tax

FOR DELEGATES

The Delegate Package does not require a review and, therefore, registration and payment will be processed upon receipt of registration forms. The registration fee is \$650 per person.

CANCELLATIONS

Cancellations prior to April 15, 2016 must be made in writing and sent to Ilona Vega at ivega@enterprise florida.com. **No VERBAL cancellations** will be accepted. For a full refund, cancellations must be received by April 15, 2016.

Contact Ilona Vega for details: **305-808-3582** or ivega@enterprise florida.com.

Questions on Mission Registration: 305-808-3660

Gold Key Registration Deadline: Friday, February 19, 2016 | Delegate Package Registration Deadline: Friday, April 15, 2016

FOR REGISTRATION FORMS, CONTACT: Ilona Vega at ivega@enterprise florida.com
or Stephanie Pavolini at spavolini@enterprise florida.com.

Registration will not be considered final until ALL event & travel registration forms and payment have been received.

FLORIDA CHAMBER OF COMMERCE



WORKING AGENDA

(As of January 12; Subject to Change)

TUESDAY, FEBRUARY 23, 2016 – FLORIDA STATE UNIVERSITY CONFERENCE CENTER

- | | |
|-------------------------|--|
| 11:30 p.m. – 12:30 p.m. | FLORIDA TRADE & LOGISTICS INSTITUTE <i>(Members Only)</i> |
| 1:00 p.m. – 2:00 p.m. | INTERNATIONAL BUSINESS COUNCIL <i>(Council Members Only)</i> |
| 2:30 p.m. – 5:00 p.m. | MEET YOUR LEGISLATORS: Make Your Voice Heard |
| 5:30 p.m. – 6:30 p.m. | SPONSORS ONLY RECEPTION <i>(invitation only)</i> |
| 6:30 p.m. – 7:30 p.m. | WELCOME RECEPTION |

WEDNESDAY, FEBRUARY 24, 2016 - FLORIDA STATE UNIVERSITY CONFERENCE CENTER

- | | |
|-----------------------|---|
| 8:00 a.m. – 9:00 a.m. | BREAKFAST |
| 9:00 a.m. – 9:30 a.m. | WELCOME REMARKS
The IMPORTANCE OF INTERNATIONAL TRADE TO FLORIDA'S ECONOMY
Mark Wilson, President and CEO, Florida Chamber of Commerce

OPENING REMARKS
Secretary Jim Boxold, Secretary of the Florida Department of Transportation
Bill Johnson, Florida Secretary of Commerce/President & CEO, Enterprise Florida |

SPECIAL THANKS TO OUR SPONSORS

EVENT TITLE

Holland & Knight

PLATINUM

Bank of America
Merrill Lynch

ENTERPRISE
FLORIDA

PORT EVERGLADES
FLORIDA'S PORT OF THE FUTURE

GOLD

BOEING

FloridaRealtors

PORT TAMPA BAY

AMERICA'S
SBDC
FLORIDA

BRONZE

CANACOL

FLORIDA
PORTS
COUNCIL

COMMUNITY/ECONOMIC DEVELOPMENT ORGANIZATION SUPPORTERS

Florida Export Finance Corporation • JAXUSA • Manufacturers Association of Florida • Tampa Bay Trade & Protocol



9:30 a.m. – 9:45 a.m.

BREAKFAST KEYNOTE:

Peter Richards, CEO of GT USA, Managing Director of Gultainer Group

9:45 a.m. – 10:15 a.m.

STATE OF INTERNATIONAL REPORT

Doug Davidson, Market Executive, Global Commercial Banking, Bank of America Merrill Lynch and Chair, Florida Chamber International Business Council

10:15 a.m. – 10:30 a.m.

EXECUTIVE NETWORKING

10:35 a.m. – 12:30 p.m.

GLOBAL FLORIDA: Trends and Opportunity

This panel features key trading partners for Florida whose relationship with the state goes beyond dollars and cents. This panel will highlight how integral they are to Florida's economy and success as well as provide an overview of developments, trends and opportunities in their respective countries

Moderator: Nathalie Olijslager-Jaarsma, Consul General of the Netherlands

- **Jose Antonio Zabalgaitia, Consul General of Mexico (invited)**
- **David Prodger, British Consul General**
- **Jürgen Borsch, Consul General of Germany**
- **Louise Léger, Consul General of Canada**
- **Inmaculada Gutierrez, Trade Commissioner of Spain**

12:30 p.m. – 1:45 p.m.

LUNCH KEYNOTE SPEAKER:

Michael L. Ducker, President and CEO, FedEx Freight and Chairman, U.S. Chamber of Commerce Board of Directors

1:45 p.m. – 2:45 p.m.

EXPANDING MARKET ACCESS: TOOLS FOR TRADE

Discussion centered on the "soft infrastructure" that will help exporters expand their market access and keep pace with global demand. Focus will include: ongoing government efforts to forge unprecedented multilateral trade deals, developing a global

SPECIAL THANKS TO OUR SPONSORS

EVENT TITLE

Holland & Knight

PLATINUM

**Bank of America
Merrill Lynch**

**ENTERPRISE
FLORIDA**

PORT EVERGLADES

GOLD

BOEING

FloridaRealtors

PORT TAMPA BAY

**AMERICA'S
SBDC**

BRONZE

CANACOL

**FLORIDA
PORTS
COUNCIL**

COMMUNITY/ECONOMIC DEVELOPMENT ORGANIZATION SUPPORTERS

Florida Export Finance Corporation • JAXUSA • Manufacturers Association of Florida • Tampa Bay Trade & Protocol



workforce and resources available to exporters to gain market insight.

2:45 P.M. – 3:00 P.M.

EXECUTIVE NETWORKING

3:00 p.m. – 4:30 p.m.

FROM LOCAL TO GLOBAL: Leveraging Florida's Supply Chain

The increasingly complex nature of international supply chains pose a significant challenge in navigating the global market place. The expanded Panama Canal will continue to shift shipping routes and reconfigure global value chains. Florida ports face a daunting race to the top to capture more cargo from this shift. Our inland trade infrastructure is key to retaining and capturing new cargo business. Learn about new opportunities and developments to help Florida meet its goal to double exports.

4:30 p.m.

CLOSING

SPECIAL THANKS TO OUR SPONSORS

EVENT TITLE

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BRONZE

CAMACOL

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Florida Export Finance Corporation • JAXUSA • Manufacturers Association of Florida • Tampa Bay Trade & Protocol

FLORIDA OCEAN ALLIANCE



OCEANS AND COASTS FUEL FLORIDA'S ECONOMY

Wednesday ~ February 10, 2016

Legislative Reception

The Capitol, 22nd Floor ~ 5:30 pm — 7:30 pm

Sponsor: Mote Marine Laboratory

Thursday ~ February 11, 2016

Exhibits in the Capitol Rotunda, 2d Floor

9:00 am — 4:00 pm

*Sponsor: Florida Institute of Oceanography and
Florida Ocean Alliance*



FLORIDA RECYCLING PARTNERSHIP



FLORIDA RECYCLING PARTNERSHIP

Florida Recycling Partnership

Membership Webinar
December 16, 2015





2015 Board of Directors

- Kim Brunson, Publix – Chair
- Elizabeth Castro, Florida Beverage Association – Chair Elect
- Dawn McCormick, Waste Management – Secretary/Treasurer
- Chuck Dees, Waste Management – Past Chair
- Steve Lezman, PepsiCo – Board
- JP Toner, IBWA – Board
- Samantha Padgett, Florida Retail Federation - Board



Florida Recycling Partnership

Since October 2013

- Presentations before Florida Legislature
- Participated in FDEP/Florida Chamber Environmental Permitting Summer School
- Participated in FDEP Recycling Recognition Award presentations at Marlin Stadium and Florida Capitol
- Won award from Recycle Florida Today
- Distributed 10 newsletters and 2 videos
- Appeared in several publications

A vertical collage of logos for various Florida-based organizations and businesses. The logos are arranged in a single column and include:

- CSX**: Logo with the text "CSX" in a stylized font.
- MIAMI**: Logo with the word "MIAMI" in a stylized font.
- BDE**: Logo with the text "BDE" and "BUREAU OF DEVELOPMENT ECONOMY" below it.
- WM**: Logo with the letters "WM" in a stylized font.
- ROOMS TO GO**: Logo with the text "ROOMS TO GO" in a stylized font.
- FLORIDA PORTS COUNCIL**: Logo with the text "FLORIDA PORTS COUNCIL" in a stylized font.
- FLORIDA RECYCLING**: Logo with the text "FLORIDA RECYCLING" in a stylized font.
- MARPAN**: Logo with the text "MARPAN" in a stylized font.
- GOODWILL**: Logo with the text "GOODWILL" in a stylized font.
- STORELLI IBWA'S**: Logo with the text "STORELLI IBWA'S" in a stylized font.
- CEMEX**: Logo with the text "CEMEX" in a stylized font.

November 12th 2014

August 14th 2015

September 9th 2015



PORT EVERGLADES
BROWARD COUNTY, FLORIDA
Florida's Powerhouse Port™



Florida Recycles Day At The Capitol

- Third Year – November 3, 2015
- First Floor Rotunda – State Capitol
- Displays from 9:00 am – noon
 - Free for FRP Members
- Press Conference with FDEP
- Recycling Recognition Award Presented



2015 Events

- **February**
 - IBWA presentation – Coconut Grove
 - Florida Sports Foundation Presentation - Tampa
- **March**
 - Presentation before Florida Legislative Committee
 - Southeast Recycling Conference & Trade Show
 - Destin
- **April**
 - FDEP/SWIX Small Business Recycling Conference
 - Orlando





- o June
 - o Recycle Florida Today Conference – Daytona Beach
- o July
 - o Florida Society of Association Executives Conference Silent Auction
 - o Florida Chamber/FDEP Environmental Permitting Summer School – booth & presentation



- o **August**
 - o Florida Recycling Summit at Marlins Park
 - o Sunshine Food, Beverage & Fuel Expo
- o **September**
 - o Florida Recycling Summit at Port Everglades
- o **November**
 - o Florida Recycles Day at the Capitol
- o **December**
 - o Webinar with FDEP and Recycle Florida Today



Membership

Goal of 30

As of today - 24 members!

- BDE
- Beall's
- Beer Industry of Florida
- CEMEX
- CSX
- Florida Beverage Association
- Florida Ports Council
- Florida Press Association
- Florida Restaurant & Lodging Association
- Florida Retail Federation
- Goodwill – Southwest Florida
- Harvest Power

- IBWA
- Marpan Recycling
- Miami Marlins
- Office Depot
- PTR Baler & Compactor
- Publix
- Rooms To Go
- Southern Waste Information Exchange
- Southern Waste Systems
- Storelli Recycling Company
- Wawa
- Waste Management





Top Prospects

- Anheuser Busch
- Cliff Berry, Inc.
- Florida Crystals
- Florida Hospital
- FPL
- Keiser University
- LKQ
- Pfizer
- Recyclebank
- Rosen Hotels
- Royal Caribbean Cruise Lines
- Skanska
- Target
- Tervis
- UPS
- Walgreens
- Walt Disney World
- Sports Industry
 - Daytona International Speedway
 - Orlando City Soccer
 - Tampa Lightning





Events for 2016

- Florida Chamber Environmental Permitting Summer School
– booth & presentation
- Southeast Building Conference – booth & presentation
- Florida Recycling Summit at Anheuser- Busch Brewery in Jacksonville
- Florida Recycles Day at the Capitol
- Florida Recycling Markets Workshop
- 2016 WasteReuse Symposium
- Florida Recycling Summit at Port of Tampa (tentative)



Thank you for your support!

Keyna Cory

Keyna@frecycling.org

(850) 728-1054

Post Office Box 10683 – Tallahassee, FL
32302



Look Who's Recycling! Welcome New Members ...



Goodwill Industries of Southwest Florida is committed to serving people with disabilities and disadvantages by offering life-changing opportunities to achieve independence.

Our programs and services are designed to give a "hand up, not a handout."

Every day, the universal symbol for recycling reminds us to recycle bottles, paper, cans and more. Now, imagine another symbol on clothing, household goods and electronics that reminds you that an item can be donated when you no longer need it. That's Goodwill's vision for the Donate Movement.



PTR Manufactures a full line of cardboard balers and waste compactors.

PTR's Mission is to help protect and preserve the environment by providing and servicing green-built recycling and waste reduction systems.



Kim Brunson, Publix

Happy New Year! I hope this message finds you well and that you and your families have had an enjoyable holiday season. As I reflect on the past year and all of our progress, I'm grateful for Keyna's leadership and diligence and am excited about how far we've come. There's lots of work to be done to help ensure we reach Florida's 75% goal. I look forward to 2016 and together what we can all accomplish.

Congratulations to Florida Recycling Partnership Board Member Samantha Hunter Padgett! She was recently promoted to Vice President & General Counsel for the Florida Retail Federation. Founded in 1937, the Florida Retail Federation is the statewide trade association representing retailers -- the businesses that sell directly to consumers.



Samantha also leads the Florida Retail Federation Sustainability Council which is comprised of Florida retailers that have identified environmental and sustainability issues as an important factor in the operation of their companies. Council members represent retailers of all sizes and types.

And we continue to grow! Our goal is 30 members and we now have 24. We are so proud of our members and their commitment to reduce waste, reuse materials when possible and recycle!



For membership information, please contact:

Keyna Cory - Keyna@flrecycling.org - (850) 728-1054
Post Office Box 10683 - Tallahassee, FL 32302

#WhatHaveYouRecycledToday

Florida Recycles DAY 2015

Secretary Stevenson speaking to the Press



**Liz Castro
from Florida
Beverage
Association
signing the
Recycling
Pledge**



**Kim Brunson from Publix and
President of Florida Recycling
Partnership with Secretary
Steverson**



**Secretary Stevenson and Keyna Cory speaking
with Recycling Recognition Award Winners**

For the third year, the Florida Recycling Partnership, Florida Department of Environmental Protection, and others participated in Florida Recycles Day at the Capitol. This year's event was held on the first floor of the Capitol where legislators and the general public were asked to take the "Recycling Pledge."

FDEP Secretary Jon Stevenson kicked off the event with Florida Recycling Partnership Chair, Kim Brunson from Publix Supermarkets. Legislators, staff and the general public attended and signed the recycling pledge:

- **Learn.** I will find out what materials are collected for recycling in my community.
- **Act.** Reduce my personal waste by recycling. Within the next month, I will recycle more.
- **Share.** In the next month, I will encourage one family member or one friend to take the pledge.

Displays from different companies and organizations were also part of the event.

"The department is proud to join the Florida Recycling Partnership to promote the importance of recycling," said FDEP Secretary Jon Stevenson. "Across Florida, we continue to see members of both the public and private sectors stepping up to increase recycling and reduce waste."

"Florida Recycling Partnership members are committed to increasing recycling efforts by educating policy makers and the general public on the benefits of recycling," said Kim Brunson, Publix Supermarkets Recycling & Waste Manager and Chair of the Florida Recycling Partnership. FRP is a coalition of top Florida businesses and associations dedicated to improving our state's recycling rates.

The Florida Recycling Partnership joined forces with Recycle Florida Today and the Florida Department of Environmental Protection and hosted a webinar for recycling coordinators and others last December. The webinar titled "Contamination: A Growing Challenge to Reaching Florida's 75% Recycling Goal" was well received with over 75 people participating. Karen Moore from FDEP kicked off the webinar with Dawn McCormick of Waste Management giving the industry perspective on contamination. She talked about getting back to basics to help eliminate contamination in the recycling bins. Travis Barnes talked about Hillsborough County's new recycling program and shared lessons learned. Ron Hixon gave the small county perspective and discussed Santa Rosa County's recycling program. This is the first of a series of webinars by FDEP. Florida Recycling Partnership will continue to work with FDEP and Recycle Florida Today on these valuable educational sessions.



Mark Your Calendars:



Florida Recycling Markets Workshop

Wednesday, April 20th

Orlando, Florida
8:30 am - 3:30 pm

Location:



The workshop costs \$35 to attend and will take place at:

Florida Recycling Markets Workshop
Wednesday, April 20 8:30 am to 3:30 pm
Second Harvest Food Bank of Central Florida
411 Mercy Drive
Orlando, FL 32805
Website:
http://bit.ly/Recycling_Markets



Sponsors

Thank you to our partners...



**Be Sure to Follow
us on**



For membership information, please contact:

Keyna Cory - Keyna@flrecycling.org - (850) 728-1054
 Post Office Box 10683 - Tallahassee, FL 32302

#WhatHaveYouRecycledToday

DEPARTMENT OF TRANSPORTATION

TO BE DISCUSSED AT MEETING

TAB 6
LEGISLATIVE

TAB 6A
LEGISLATIVE:
STATE

Budget/Seaport Funding

TO BE DISCUSSED AT MEETING

Port Related Issues

1 A bill to be entitled
2 An act relating to transportation; amending s. 311.12,
3 F.S.; establishing the Seaport Security Advisory
4 Committee directed by the Florida Seaport
5 Transportation and Economic Development Council;
6 providing for membership and duties; directing the
7 council to establish a Seaport Security Grant Program
8 to provide certain funds to specified seaports for
9 certain security-related purposes; directing the
10 council to adopt rules; amending s. 316.003, F.S.;
11 revising and providing definitions; amending s.
12 316.303, F.S.; providing exceptions to a prohibition
13 of a viewer or screen visible from the driver's seat
14 of a motor vehicle; amending s. 320.525, F.S.;
15 revising the definition of the term "port vehicles and
16 equipment"; creating s. 332.0012, F.S.; establishing
17 the Florida Aviation Transportation and Economic
18 Development Program within the Department of
19 Transportation to finance certain projects at
20 specified airports; requiring certain funds to be made
21 available from the State Transportation Trust Fund;
22 requiring an airport that receives funding to adopt
23 procedures that comply with specified equal
24 opportunity hiring practices; authorizing the
25 department to require audits and adopt rules relating
26 to such audits; creating s. 332.0014, F.S.; creating

benefits of the department's adopted work program;
directing the department to provide access to
necessary data; requiring a report to the Legislature;
amending ss. 212.05, 316.1303, 316.235, 316.545,
316.605, 316.6105, 316.613, 316.622, 316.650, 316.70,
320.01, 320.08, 320.0801, 320.38, 322.031, 450.181,
559.903, 655.960, 732.402, and 860.065, F.S.;
conforming cross-references; providing an effective
date.

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

Section 1. Subsections (5) and (6) are added to section
311.12, Florida Statutes, to read:

311.12 Seaport security.—

(5) ADVISORY COMMITTEE.—

(a) There is created the Seaport Security Advisory
Committee, which shall be under the direction of the Florida
Seaport Transportation and Economic Development Council.

(b) The committee shall consist of the following members:

1. Five or more port security directors appointed by the
council chair shall serve as voting members. The council chair
shall designate one member of the committee to serve as
committee chair.

2. A designee from the United States Coast Guard shall
serve ex officio as a nonvoting member.

157 3. A designee from United States Customs and Border
158 Protection shall serve ex officio as a nonvoting member.

159 4. Two representatives from local law enforcement agencies
160 providing security services at a Florida seaport shall serve ex
161 officio as nonvoting members.

162 (c) The committee shall meet at the call of the chair but
163 at least annually. A majority of the voting members constitutes
164 a quorum for the purpose of transacting business of the
165 committee, and a vote of the majority of the voting members
166 present is required for official action by the committee.

167 (d) The committee shall provide a forum for discussion of
168 seaport security issues, including, but not limited to, matters
169 such as national and state security strategy and policy, actions
170 required to meet current and future security threats, statewide
171 cooperation on security issues, and security concerns of the
172 state's maritime industry.

173 (e) The committee shall work closely with the United
174 States Coast Guard, United States Customs and Border Protection,
175 and the ports listed in s. 311.09(1) to advise, report to, and
176 make recommendations to the council on matters relating to
177 maritime security in the state.

178 (6) GRANT PROGRAM.—

179 (a) The Florida Seaport Transportation and Economic
180 Development Council shall establish a Seaport Security Grant
181 Program. The council shall grant funds appropriated by the
182 Legislature to the program for the purpose of assisting in the

HB 7061

2016

implementation of security plans and security measures at the seaports listed in s. 311.09(1). Funds may be used for the purchase of equipment, infrastructure needs, cybersecurity programs, and other security measures identified in a seaport's approved federal security plan. Such grants may not exceed 75 percent of the total cost of the request.

(b) The Seaport Security Advisory Committee shall review applications for the grant program and make recommendations to the council for grant approvals. The council shall adopt by rule criteria to implement this subsection.

Section 2. Section 316.003, Florida Statutes, is reordered and amended to read:

316.003 Definitions.—The following words and phrases, when used in this chapter, shall have the meanings respectively ascribed to them in this section, except where the context otherwise requires:

(1) AUTHORIZED EMERGENCY VEHICLES.—Vehicles of the fire department (fire patrol), police vehicles, and such ambulances and emergency vehicles of municipal departments, public service corporations operated by private corporations, the Fish and Wildlife Conservation Commission, the Department of Environmental Protection, the Department of Health, the Department of Transportation, and the Department of Corrections as are designated or authorized by their respective department or the chief of police of an incorporated city or any sheriff of any of the various counties.

Miscellaneous

Partner Issues

Economic Development Appropriation & Process	<p>In order to expand and diversify the state's economy through high wage job creation and more accurately and adequately fund the state's economic development toolkit a change to the current appropriations structure is necessary. This proposal will ensure stability for businesses which are due payments and also offer a clearer budgeting process for legislators entrusted with appropriating finite state resources. This involves the following changes:</p> <ul style="list-style-type: none"> ▪ Creating the new Florida Enterprise Fund and dedicating a one-time \$250 million to replace the Quick Action Closing Fund and allow those monies to stay in the fund until contract guidelines are reached, eliminating the future need for an escrow account. ▪ Dedicating those dollars to the Florida Enterprise Fund for more than a fiscal year which allows Florida to be more competitive on projects. ▪ Changing the approval process to ensure that the Speaker of the House and President of the Senate sign off on deals over \$1 million while giving companies certainty by instituting a five day timeline to approve or reject a project. ▪ Having a consistent process for taxpayer return by changing from a 5 to 1 return on investment for Closing Fund projects to a full return within 10 years, plus a ten percent annualized rate of return. <p>EFI supports the revamping of the economic development structure and supports the Governor's budget recommendation of \$250 million for the Florida Enterprise Fund.</p>
Perfect Business Climate Campaign and Marketing program	<p>Florida has an established ongoing marketing campaign to promote the state for business recruitment and expansion, both domestically and internationally, to key audiences. A 2012 Competitiveness Study showed that the state was at a serious disadvantage in its ability to compete, because no funds were budgeted to "tell the Florida story." EFI led a private fund raising initiative to raise seed money for this campaign and worked with economic development partners to create the Team Florida Partnership to support this initiative. For the first time, the Florida legislature funded this program during Session 2015.</p> <p>EFI supports the states appropriation of \$8.5 million recurring and \$1.5 million nonrecurring to be set as recurring in order to sustain an ongoing campaign and marketing effort to promote the state for business.</p>

MM&E Sales and Use Tax	In 2013 the Legislature supported one of Governor Scott's top priorities, removing the sales and use tax on manufacturing machinery & equipment. However, the removal was only for a period of 3 years. EFI supports a permanent removal of the Manufacturing Machinery & Equipment (Sales and Use Tax (MM&E)).
QDSC Reauthorization	The Qualified Defense and Space Contractor Tax Refund (QDSC), established in 1996 and sunset in 2015, serves to attract new high quality, high wage jobs for Floridians in the defense and space industries. Tax refunds are made to qualifying, pre-approved businesses bidding on new competitive contracts or consolidating existing defense or space contracts. The program has been an important incentive in a rapidly growing sector. EFI supports reauthorization until June 30, 2020 for the QDSC program; it is the only defense contractor incentive that helps to retain jobs.
VISIT Florida	Florida's tourism industry remains an important aspect of Florida's economy, support for funding VISIT Florida. EFI supports the full funding of Visit Florida for 2016-2017
Quick Response Training Grants	Training of workers continues to be a critical part of the economic development process and full funding is needed. EFI supports the full funding of QRT grants for CareerSource Florida.
Space Florida	Support of Space Florida's legislative agenda.
Business Climate	Support of legislative proposals that advance Florida's competitiveness from our business advocates including the Florida Chamber of Commerce, Florida Economic Development Council, Florida Council of 100, Florida TaxWatch and the Manufacturers Association of Florida.

Enterprise Florida Legislative Affairs Team

Mike Grissom: 850-766-7827
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New Video Highlights Importance of Cutting Florida's Burdensome and Costly Business Rent Tax

Small Businesses, Job Creators and Business Groups Call for a One Percent Tax Cut

TALLAHASSEE, Fla. (December 17, 2015) – A new video highlighting Florida's burdensome and costly business rent tax was released today as part of a statewide campaign to encourage lawmakers to eliminate over six years this Florida-only tax starting with one percent this year.

Coalescing around a common goal of making Florida's business climate more competitive, small businesses, job creators and business groups, known as the Business Rent Tax Coalition, are collectively advocating for a one percent business rent tax cut.



Click the image above, or watch the video here: <insert URL>

“For Florida to be more competitive and inviting to business, we must cut the business rent tax,” said Carrie O’Rourke, Florida Realtors® vice president of public policy.

“Adding sales tax to rent can mean the difference in whether a small business is able to grow and expand – or even if they can stay in business at times. We urge lawmakers to take action this year to cut the business rent tax by 1 percent, which will provide broad-based tax relief for businesses across Florida, increase job opportunities and encourage economic growth.”

Florida is currently **the only state in the nation** that charges a business rent tax. That means in Florida, businesses pay a six percent tax on the space they lease, including

added costs to that lease, such as property taxes, maintenance and the cost of insurance.

Florida's business rent tax costs Florida businesses \$1.7 billion every single year. A one percent reduction this year, as advocated by the Business Rent Tax Coalition, would keep \$287 million in the hands of Florida's job creators, allowing employers to hire additional employees, increase employee benefits and reinvest back into their businesses.

The Business Rent Tax Coalition includes more than xx statewide, regional, and local organizations, including:

- Building Owners and Managers Association (BOMA) of Florida
- Florida Chamber of Commerce
- Florida Ports Council
- Florida Realtors
- Florida Restaurant and Lodging Association
- Manufacturers Association of Florida
- NAIOP of Florida
- Bay County Chamber of Commerce
- Bonita Springs Chamber of Commerce
- Citrus County Chamber of Commerce
- Daytona Regional Chamber of Commerce
- Destin Area Chamber of Commerce
- Flagler County Chamber of Commerce
- Greater Boca Raton Chamber of Commerce
- Greater Fort Walton Beach Chamber of Commerce
- Greater Miami Chamber of Commerce
- JAX Chamber
- Lake Wales Area Chamber of Commerce
- Lakeland Area Chamber of Commerce
- Lauderhill Regional Chamber of Commerce
- Manatee Chamber of Commerce
- North Port Area Chamber of Commerce
- Northern Palm Beach County Chamber of Commerce
- Ocala-Marion County Chamber and Economic Partnership
- Orlando, Inc.
- Tampa Bay Beaches Chamber of Commerce
- Upper Tampa Bay Chamber of Commerce
- Wesley Chapel Chamber of Commerce
- West Orange Chamber of Commerce

Each member of the Business Rent Tax Coalition is actively engaging their grassroots member network and pooling resources to create awareness of this costly tax and engaging lawmaker support to cut – and eventually phase out – the Business Rent Tax.

WHAT OTHERS ARE SAYING:

Florida Chamber of Commerce: “With two out of three jobs being created by small businesses, reducing the business rent tax will help small businesses grow, benefit Florida’s families and make Florida more competitive,” said Mark Wilson, President and CEO of the Florida Chamber.

Florida Ports Council: “Florida is working to be more competitive at all levels, including reducing the cost of doing business for our companies,” said Doug Wheeler, president and CEO of the Florida Ports Council. “We appreciate the efforts of Governor Scott and the Florida Chamber to eliminate the burdensome business rent tax and increase our ability to attract businesses to Florida.”

Florida Restaurant and Lodging Association: “Burdening our businesses with an unnecessary rent tax cuts directly into state revenues generated by the tourism industry, which represents the state’s number one job creator,” said Carol Dover, President and CEO of the Florida Restaurant and Lodging Association. “By cutting the business rent tax, lawmakers will help ensure restaurants, hotels and attractions can continue to offer employment opportunities for Florida families and the dollars saved by our businesses can be put back in the pockets of taxpayers.”

BOMA of Florida: (Quote pending)

Manufacturers Association of Florida: “Manufacturers in Florida are growing. When they grow they need more space. Competing with others for land space to build and along with facing months and years of planning and permits forces them to turn to leasing and renting existing space for their expanding operations. When they realize Florida is the only state that charges sales tax on commercial rents and leases, they think twice about expanding here. Reducing the tax will keep more of them in Florida and attract others that provide those well-paying jobs for Florida’s families,” said Nancy Stephens Executive Director, Manufacturers Association of Florida.

NAIOP of Florida, Commercial Real Estate Development Association: “Elimination of just one percent of the business rent tax can put \$287 million of revenue back into Florida's economy for job creation and expansion or to help with the ever rising cost of such things as healthcare for employees.” Nelson Bradshaw, President 2016 NAIOP of Florida, Commercial Real Estate Development Association.

Orlando, Inc.: “Businesses throughout Central Florida are increasingly concerned about the business rent tax, which is why Orlando, Inc. is urging the Florida Legislature to take action to reduce this tax.” Jose Fajardo, Executive Vice President, Orlando, Inc.

Learn more about the Business Rent Tax Coalition by visiting <http://cutmybizrent.tax/>.



CUT THE BUSINESS RENT TAX



Support our local businesses by supporting a cut to the Business Rent Tax

Florida is the **ONLY** state in the country that charges job creators a tax on their rent. Local Florida businesses pay \$1.7 billion in rent taxes every year. That's \$1.7 billion that could be used for creating jobs, investing in new technology, or providing new employee benefits.


**Sign the petition and make your
voice heard!**

Submit

Partners



Learn More



FLORIDA

Is The

ONLY STATE

With

A BUSINESS RENT TAX

6% SALES TAX



What exactly does that mean?

**BUSINESSES THAT RENT
PAY A 6% TAX**

**On The Amount Of
Their Lease**



And It's Adding Up...

In Fact, It Costs Florida Businesses

\$1.7 BILLION

Every Single Year.



But, If The Business Rent Tax Was

REDUCED BY JUST 1%

Businesses Across Florida Would Save

\$289.5 MILLION ANNUALLY

Email Your Legislator

Urge Them To Support
Business In Florida.

**Ask Them To Support The Reduction Of
The Business Rent Tax By 1%!**





TALKING POINTS

MANUFACTURING MACHINERY AND EQUIPMENT (MME)

PERMANENT SALES TAX EXEMPTION

SB 98 BY SEN. HUKILL/HB 115 BY REP. MAGAR

Currently, Florida law allows for a temporary sales tax exemption for the purchase of manufacturing machinery and equipment by manufacturers in NAICS Codes 31, 32, and 33. These bills would make the temporary exemption permanent.

Number of Florida manufacturing establishments: 19,708

Number of Florida manufacturing employees: 336,900

Florida manufacturing average annual wage: \$55,520

Florida manufacturing multiplier: Each dollar of manufactured goods creates another \$1.43 of activity in other sectors, more than double the multiplier for services.

Effect of temporary sales tax exemption: Since the tax exemption went into effect, taxable sales within the manufacturing industry have seen an 11.2% growth, as opposed to 8.7% growth in Florida's economy as a whole during that same period.

Benefits of a permanent sales tax exemption:

- ❖ **Equality** - Levels the playing field among manufacturers, small and large.
- ❖ **Red tape** - Eliminates red tape as no application to Florida Department of Revenue is required.
- ❖ **Streamlining** – Because there is no paperwork required, small businesses can make their products and participate in this tax break at the same time.
- ❖ **Accountability** – manufacturers can be audited at any time for eligibility.
- ❖ **Economic growth** – Manufacturers are at the point where they need to update old technology they held onto in the downturn with new technology that will allow them to prosper, grow and compete in today's global market. The tax exemption will help them do that quicker!
- ❖ **Certainty** – A temporary exemption does not spur the economic activity that comes with long term planning for purchases; it only fuels short term purchasing. A permanent exemption, like that proposed in SB 98/HB 115, is needed for long term investment planning.



MANUFACTURING SALES TAX EXEMPTION FREQUENTLY ASKED QUESTIONS

- 1. What is the recent history of the manufacturing sales tax exemption for manufacturing machinery and equipment?** In 2012, the Legislature changed a provision in s. 212.08 (5) (b), F.S., that provides a sales and use tax exemption for industrial machinery and equipment purchased by a new business, a spaceport business, or an expanding business. The expanding business exemption was changed to say that such business must show 5% more productivity because of the purchases in order to be eligible. Prior to that, expanding businesses had to show 10% more productivity. Expanding businesses also have to apply for the exemption and demonstrate the productivity in pre or post applications to the Florida Department of Revenue (FDOR). This provision is still in law and is the fallback provision if the Legislature does not renew the temporary exemption described below. It is far inferior to the temporary exemption, implemented in 2014, for the majority of manufacturers, predominantly small businesses.

In 2013 the Legislature added a temporary provision to the law in s. 212.08 (7) (kkk), F.S., making industrial machinery and equipment for manufacturers in NAICS Codes 31, 32 and 33, in specific circumstances, exempt from the machinery and equipment tax completely, without having to make application to the FDOR. That provision went into effect on April 30, 2014. Also included in the exemption were mixer drums affixed to mixer trucks and their parts and labor. The exemption passed in 2013, was implemented in 2014 and is scheduled to expire on April 30, 2017.

- 2. What is the benefit to the state?** Jobs! Manufacturing will help balance the state economy to buffer the state from job losses during economic downturns, drive increased economic activity, increase exports, help realize return on investment in the ports and road infrastructure, employ graduates from high schools, colleges and universities in Florida, provide an avenue for success to students who choose not to go to college, grow supporting industries and services, drive down state costs for food, health and education, and drive up the opportunity for family financial security.
- 3. What is the cost to the state?** Approximately \$73 million in the first year according to the Revenue Estimating Conference, but the state is not collecting that tax now. The temporary exemption is already in place and would simply continue.

4. What does the current temporary sales tax exemption do for manufacturers?

Allows all manufacturers in NAICS codes 31, 32, and 33 to purchase machinery and equipment without paying sales taxes on it and without an application to the state for pre or post approval.

5. Why should it be made permanent? It provides certainty to manufacturers, levels the playing field between large and small manufacturers, does not play favorites within the industry, streamlines the process for making a purchase, eliminates red tape, and will spur economic growth that will provide financial security for more Florida families.

6. How does Florida compare to other southern states in promoting pro-manufacturing tax policies? Alabama, Arkansas, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas and Virginia all provide tax breaks to manufacturers. Some of these states provide full tax exemptions to manufacturers and others partial, but all of them rank higher than Florida in the amount of per capita manufacturing capital expenditures in the state.

7. What manufacturing is covered by NAICS codes 31, 32, and 33? The list is extensive but these three codes are the primary manufacturing codes established by the North American Industry Classification System (www.census.gov/eos/www/naics). Examples of manufacturing covered are food, beverage, textile and fabrics, apparel, leather, footwear, wood, paper, printing, petroleum, chemical, synthetics, agricultural chemicals, pharmaceuticals and medicine, paint and adhesives, soap and cleaning compounds, plastics and rubber, mineral products, glass products, cement and concrete products, lime and gypsum products, metal alloys, hardware, containers, machinery, parts, ventilation equipment, metalworking, engines, computer, electronics, audio and video equipment, semiconductors, navigation equipment, electrical equipment, household appliances, transportation equipment, aerospace products and parts, ships and boats, furniture, medical equipment and supplies, and more.

8. Would small and large manufacturers be treated equally? Yes

9. What is the advantage of this exemption over previous exemptions? The temporary exemption that we wish to make permanent alleviates the need for getting approval from the Florida Department of Revenue before or after a purchase is made. It streamlines the process and allows small manufacturers to take advantage of it when they otherwise would not have the staff to navigate the application process. It also does not play favorites for new businesses, expanding businesses, and favored sectors in the industry.

10. Can we expect every manufacturer to run out and buy their equipment the day this is announced? No. There will be a gradual uptick in manufacturers using this tax exemption. Manufacturers slowly learn about tax exemptions available through

them over years. Unless they belong to a manufacturing association or Chamber, or their business advisors tell them, it is unlikely they will know right away. Slowly through word of mouth over the years manufacturers will come to know about the exemption and depend on it. Manufacturers plan their purchases months and years in advance.

11. Why didn't all the manufacturers in the state purchase machinery and equipment as soon as the temporary exemption was put into place? Some may be still be unaware, some have a schedule of purchases that may be three years from now, some are still recovering from the economy downturn, and others may be hampered by their purchases being planned four years out and the exemption being timed out in three years. Certainty is critical to purchase planning and a temporary exemption does not provide certainty.

12. Why should the state provide a sales tax exemption to manufacturers? Manufacturing is the backbone of a balanced, diversified economy. Unlike tourism, when one manufacturing sector is lagging, another one is surging so that even within the manufacturing sector there is a natural balance, in addition to the balance it provides to our mainstays – tourism, agriculture and construction. Further, it provides high paying jobs, is challenging our workers intellectually, and boasts the highest multiplier for the economy in Florida with every dollar of manufactured goods creating another \$1.43 of activity in other sectors. Manufacturing is the engine that drives exports, transportation of goods, the need for students with advanced skills and advanced degrees, entrepreneurship, research, and family financial security and wealth.

13. For the amount of sales tax the state would give up, what would the state gain? The state would gain in overall economic prosperity statewide and in communities. The manufacturers still pay tangible personal property taxes to local governments on the equipment they purchase. The more they purchase, the more tax accrues to local communities. Further, with manufacturing growth comes more and higher paying jobs. Higher paying jobs mean that more people can take care of their health care, food and education needs, depending less on government subsidies. The more people that are employed in well-paying jobs, the less demand there will be for public support which will drive state costs down instead of up.

TAB 6B
LEGISLATIVE:
FEDERAL

Federal Initiatives

TO BE DISCUSSED AT MEETING

Federal Issues

FAST Act



Port Canaveral

November 18, 2015

Port Citrus

House and Senate
Surface Transportation Bill
Conference Committee Members

Port Everglades

Re: Port Performance Act language contained in subtitle C of S. 1732 – the Senate six-year transportation reauthorization legislation.

Port of Fernandina

Dear Surface Transportation Bill Conference Committee Members:

Port of Fort Pierce

Florida's seaports would like to thank you for your efforts on behalf of this nation's seaports. Florida's waterborne trade is the backbone of our state's economy, and is a critical gateway to international trade. Maritime cargo and cruise activities at our state's seaports generate nearly 700,000 jobs and produce 13 percent of the state's GDP – representing almost \$100 billion in revenue annually.

Port of Jacksonville

Port of Key West

We congratulate you on the creation of a comprehensive long-term transportation bill that includes freight mobility policy and funding. Your efforts to invest in this nation's freight mobility infrastructure will create high-paying jobs and improve this nation's competitiveness.

Port Manatee

We appreciate the hard work of every member on the Conference Committee to develop this vital infrastructure and economic development legislation.

PortMiami

We do have one remaining concern as you move toward passage – **inclusion of unnecessary port performance language to this legislation.** As you may be aware, the agency tasked with implementing the new program within the USDOT (the Bureau of Labor Statistics) indicates that it does not have the maritime expertise or available funds to implement this new program. Furthermore, DOT substantiates the complexities involved in program implementation, including the lack of industry standards and data to support the metrics, the involvement of several federal agencies and need for extensive rulemakings, combined with the limited authority to compel private marine terminals to report data. Inclusion of this "port performance" language provides nothing to ensure the efficient flow of commerce through our nation's seaports. **We strongly oppose the identification and use of specific "performance" metrics without a thorough vetting of whether those metrics will actually help create an efficient freight mobility infrastructure around the nation.**

Port of Palm Beach

Port Panama City

Port of Pensacola

Port of St. Petersburg

Port of Port St. Joe

We share the concerns of the retail industry concerning delays caused by labor negotiations on the West Coast. Unfortunately, the collection of random metrics such as average number of crane lifts, average cargo dwell time, average truck time, and average rail time, would have no impact on these contract negotiations.

Port Tampa Bay

Ordinary delays in the movement of cargo at our nation's ports can be caused by a variety of reasons -- including advantageous business decisions identified by beneficial cargo owners. The collection of these random metrics at our nation's seaports will provide no valuable insight or data to help resolve delays caused by troublesome labor negotiations.

If Congress wants to evaluate whether port performance metrics are necessary, we would suggest that Congress or the U.S. Department of Transportation establish a working group of maritime professionals to identify the type of performance measures that should be collected to help foster the reliable and efficient movement of goods through our nation's seaports. Thank you for your leadership and efforts to enhance this nation's economy. We applaud your efforts to create crucial long term transportation legislation for this nation. We ask that you not place undue strains on a system that is already struggling from a lack of adequate funding for vital infrastructure projects, while simultaneously working harder every day to bring more trade and jobs to the United States.

Respectfully,



Paul Anderson, Chairman
Florida Ports Council
CEO Port Tampa Bay



Doug Wheeler, President and CEO
Florida Ports Council

Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East
Construction Authority

Cambridge Systematics,
Inc.

Cascadia Center

CenterPoint
Properties Trust

Chicago Metropolitan
Agency for Planning

City of Chicago

City of Industry,
A Municipality

COMPASS – Community
Planning Association of
Southwest Idaho

Dewberry

Economic Development
Coalition of
Southwest Indiana

Florida Department of
Transportation

Florida East
Coast Railway

Florida Ports Council

Freight Mobility Strategic
Investment Board
(Washington State)

Gateway Cities Council of
Governments

HERZOG

Illinois Soybean
Association

Intermodal Association
of North America

Jacobs Engineering

Kootenai Metropolitan
Planning Organization

Los Angeles
County Metropolitan
Transportation Authority

Majestic Realty Co.

Maricopa Association of
Governments

Memphis Chamber of
Commerce

Metropolitan
Transportation
Commission

National Railroad
Construction and
Maintenance Association

CAGTC summary of freight provisions in

H.R. 22 Fixing America's Surface Transportation (FAST) Act

Conference Report Filed 12/1/15

Senate Proposal – Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act
Passed July 30, 2015

House Proposal – Surface Transportation Reauthorization and Reform (STRR) Act
Passed November 5, 2015

In General

- Duration: Five Years; FY 2016 – FY 2020
- \$281 billion in contract authority, over five-year lifespan of the bill

Freight Provisions (in brief)

- Nationally Significant Freight and Highway Projects (Title I, Sec. 1105, page 44): Freight-specific competitive grant program with broad applicant eligibility that provides funding for highway and bridge projects, as well as rail-highway at-grade crossing and grade separation projects. A total of \$500 million over the six year period may be used on intermodal or freight rail projects on the National Multimodal Freight Network. Guarantees a total of **\$4.5 billion over five years** to a freight-specific competitive grant program:
 - \$800,000,000 for FY16
 - \$850,000,000 for FY17
 - \$900,000,000 for FY18
 - \$950,000,000 for FY19
 - \$1,000,000,000 for FY20
- National Highway Freight Program (Title I, Sec. 1116, Page 92): Freight-specific formula program provided with \$6.3 billion over five years. Funds apportioned based on current apportionment data; use of funds dictated by percentage of miles a state has on the Primary Highway Freight System, compared to total number of miles on the Primary Highway Freight System.
 - \$1,150,000,000 for fiscal year 2016;
 - \$1,100,000,000 for fiscal year 2017;
 - \$1,200,000,000 for fiscal year 2018;
 - \$1,350,000,000 for fiscal year 2019;
 - \$1,500,000,000 for fiscal year 2020;
- Multimodal Freight Transportation (Title VIII, Sec. 8001, Page 783)
 - Multimodal Freight Policy (Secs. 7010-70103): Establishes a national, multimodal freight policy and requires all modes to be included in national freight strategic plan.
 - Multimodal Freight Transportation Planning and Information (Secs. 70201-70204): Encourages States to establish state freight advisory committees and requires States that receive freight formula funding to develop state freight plans. Includes section on transportation investment data planning and tools.
- National Surface Transportation and Innovative Finance Bureau (Title IX, Sec. 9001, Page 803)
 - Establishes a Bureau to assist in working among modes to ensure expeditious and thorough consideration of freight projects applying for financing and funding opportunities available through US DOT.

NASCO – North
American Strategy for
Competitiveness

Northwest Seaport
Alliance

Ohio Kentucky Indiana
Regional Councils of
Government

Orange County
Transportation Authority

Oregon Department of
Transportation

Parsons

Parsons Brinckerhoff

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port Miami

Port of Oakland

Port of Pittsburgh

Port of Portland, OR

Port of San Diego

Port of Seattle

Port of Stockton

Port Tampa Bay

Port of Vancouver USA

Puget Sound Regional
Council

RAILCET

SANDAG - San Diego
Association of
Governments

Southern California
Association of
Governments

Supply Chain
Innovation Network of
Chicago- SINC

Tennessee Department
of Transportation

Washington State
Department of
Transportation

West Coast Corridor
Coalition

Will County Center for
Economic Development

Xerox State and Local
Solutions

Nationally Significant Freight and Highway Projects (Title I, Sec. 1105, Page 44)

***CAGTC Analysis/Background:** The Nationally Significant Freight and Highway Projects program is a megaprojects competitive grant program baring similarity to PNRS. The program first appeared, almost in its entirety, in the House STRR Act. The key difference is the program now includes a minimum grant award of \$25 million (CAGTC requested an award minimum in its Conference Committee requests), as well as requirement that the projects should demonstrate shovel readiness (change highlighted below).*

The FAST Act program contains a total of \$4.5 billion in funding over five years. PNRS eligibly is expanded upon; the FAST Act program applicant eligibility includes large MPOs, local governments and port authorities. Funding is available for highway and bridge projects, as well as rail-highway at-grade crossing and grade separation projects. A total of \$500 million over the five year period may be used on intermodal or freight rail projects on the National Multimodal Freight Network. There is an additional 10 percent set-aside for freight projects that do not meet the minimum project size requirement, which is \$100 million. By contrast, the minimum project size requirement under PNRS was \$500 million. Projects in rural areas must receive at least 25% of funding each year.

Worth noting is that this program provides guaranteed funding from the Highway Trust Fund. Under MAP-21, PNRS was left to the will of appropriators and the program was not funded.

This program also adopts a joint decision making approach whereby USDOT makes project selections and then submits them to Congress for review. Congress has 60 days to review the proposed awards. Congress may reject the awards en bloc by enacting a Joint Resolution. If the President vetoes the Congressionally-passed Joint Resolution, the project selections stand, unless Congress is able to secure a two-thirds majority required by the Constitution to overrule a Presidential veto.

Funding (Page 19)

\$800,000,000 for fiscal year 2016
\$850,000,000 for fiscal year 2017;
\$900,000,000 for fiscal year 2018;
(\$950,000, 000 for fiscal year 2019; and
\$1,000,000,000 for fiscal year 2020.

Policy (Title 1, Sec. 1105, page 44)

(a) ESTABLISHMENT.—

(1) IN GENERAL -- There is established a nationally significant freight and highway projects program to provide financial assistance for projects of national or regional significance ~~that will~~—

(2) GOALS – The goals of the program shall be to –

- (A) improve the safety, efficiency, and reliability of the movement of freight and people;
- (B) generate national or regional economic benefits and an increase in the global economic competitiveness of the United States;
- (C) reduce highway congestion and bottle-necks;
- (D) improve connectivity between modes of freight transportation; or
- (E) enhance the resiliency of critical highway infrastructure and help protect the environment;
- (F) improve roadways vital to national energy security; and
- (G) address the impact of population growth on the movement of people and freight.

(b) GRANTAUTHORITY.—

(1) IN GENERAL.—In carrying out the pro-gram established in subsection (a), the Secretary may make grants, on a competitive basis, in accordance with this section.

(2) GRANT AMOUNT.—Except as otherwise provided, each grant made under this section shall be in an amount that is at least \$25,000,000.

(c) ELIGIBLEAPPLICANTS.—

(1) IN GENERAL.—The Secretary may make a grant under this section to the following:

- (A) A State or group of States.
- (B) A metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals.
- (C) A unit of local government or a group of local governments.
- (D) A political subdivision of a State or local government.
- (E) A special purpose district or public authority with a transportation function, including a port authority.
- (F) A Federal land management agency that applies jointly with a State or group of States.
- (G) A tribal government or a consortium of tribal governments.
- (H) A multistate or multijurisdictional group of entities described in this paragraph.

(2) APPLICATIONS – To be eligible for a grant under this section, an entity specified in paragraph (1) shall submit to the Secretary an application in such form, at such time, and containing such information as the Secretary determines is appropriate.

(d) ELIGIBLE PROJECTS.—

(1) IN GENERAL.—Except as provided in sub-section (e), the Secretary may make a grant under this section only for a project that—

(A) is—

- (i) a highway freight project carried out on the National Highway Freight Network established under section 167;
 - (ii) a highway or bridge project carried out on the National Highway System including
 - (1) a project to add capacity to the Interstate System to improve mobility; and
 - (2) a project in a national scenic area;
 - (iii) a freight project that is --
 - (I) a freight intermodal or freight rail project; or
 - (II) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility; or
 - (iv) a railway-highway grade crossing or grade separation project; and
- (B) has eligible project costs that are reasonably anticipated to equal or exceed the lesser of—
- (i) \$100,000,000; or [*PNRS threshold was \$500,000*]
 - (ii) in the case of a project—
 - (I) located in 1 State, 30 percent of the amount apportioned under this chapter to the State in the most recently completed fiscal year; or
 - (II) located in more than 1 State, 50 percent of the amount apportioned under this chapter to the participating State with the largest apportionment under this chapter in the most recently completed fiscal year.

(2) LIMITATION.—

(A) IN GENERAL.—Not more than \$500,000,000 of the amounts made available for grants under this section for fiscal years 2016 through 2020, in the aggregate, may be used to make grants for projects described in paragraph (1)(A)(iii) and such a project may only receive a grant under this section if—

- (i) the project will make a significant improvement to freight movements on the National Highway Freight Network; and
- (ii) the Federal share of the project funds only elements of the project that provide public benefits.

(B) EXCLUSIONS.—The limitation under subparagraph (A)

- (i) shall not apply to a railway-highway grade crossing or grade separation project; and
- (ii) with respect to a multimodal project, shall apply only to the non-highway portion or portions of the project.

(e) SMALL PROJECTS.—

(1) IN GENERAL.—The Secretary shall reserve 10 percent of the amounts made available for grants under this section each fiscal year to make grants for projects described in subsection (d)(1)(A) that do not satisfy the minimum threshold under subsection (d)(1)(B).

(2) GRANT AMOUNT.—Each grant made under this subsection shall be in an amount that is at least \$5,000,000.
(3) PROJECT SELECTION CONSIDERATIONS.— In addition to other applicable requirements, in making grants under this subsection the Secretary shall consider—

(A) the cost effectiveness of the proposed project; and

(B) the effect of the proposed project on mobility in the State and region in which the project is carried out.

(e) ELIGIBLE PROJECT COSTS.—Grant amounts received for a project under this section may be used for—

(1) development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and *[In current PNRS law]*

(2) construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.*[In current PNRS law]*

(f) PROJECT REQUIREMENTS.—The Secretary may select a project described only if the Secretary determines that—

(1) the project will generate national or regional economic, mobility, or safety benefits; *[In current PNRS law]*

(2) the project will be cost effective;

(3) the project will contribute to the accomplishment of 1 or more of the national goals described under section 150 of this title;

(4) the project is based on the results of preliminary engineering; *[In current PNRS law]*

(5) with respect to related non-Federal financial commitments—

(A) 1 or more stable and dependable sources of funding and financing are available to construct, maintain, and operate the project; and *[In current PNRS law]*

(B) contingency amounts are available to cover unanticipated cost increases; *[In current PNRS law]*

(6) the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor; and

(7) the project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project.

(h) ADDITIONAL CONSIDERATIONS.—In making a grant under this section, the Secretary shall consider—

(1) utilization of non-traditional financing, innovative design and construction techniques, or innovative technologies;

(2) utilization of non-Federal contributions; and *[In current PNRS law]*

(3) contributions to geographic diversity among grant recipients, including the need for a balance between the needs of rural and urban communities.

CAGTC Analysis/Background: *The FAST Act borrows AMPP's 25 percent set-aside for projects located in rural area – the House STRR rural set-aside was only 20 percent. Additionally, the FAST Act increases the federal share of the cost of project from 50 percent to 60 percent and creates a limit on the "maximum federal involvement."*

(i) RURAL AREAS.—

(1) IN GENERAL.—The Secretary shall reserve not less than 25 percent of the amounts made available for grants under this section, including the amounts made available under subsection (e), each fiscal year to make grants for projects located in rural areas.

(2) EXCESS FUNDING.—In any fiscal year in which qualified applications for grants under this subsection will not allow for the amount reserved under paragraph (1) to be fully utilized, the Secretary shall use the unutilized amounts to make other grants under this section.

(3) RURAL AREA DEFINED.—In this subsection, the term 'rural area' means an area that is outside an urbanized area with a population of over 200,000.

(j) FEDERAL SHARE.—

(1) IN GENERAL.—The Federal share of the cost of a project assisted with a grant under this section may not exceed 60 percent.

(2) MAXIMUM FEDERAL INVOLVEMENT.—Federal assistance other than a grant under this section may be used to satisfy the non-Federal share of the cost of a project for which such a grant is made, except that the total Federal

assistance provided for a project receiving a grant under this section may not exceed 80 percent of the total project cost.

(3) FEDERAL LAND MANAGEMENT AGENCIES.—Notwithstanding any other provision of law, any Federal funds other than those made available under this title or title 49 may be used to pay the non-Federal share of the cost of a project carried out under this section by a Federal land management agency, as described under subsection 8 (c)(1)(F).

(k) TREATMENT OF FREIGHT PROJECTS.—Notwithstanding any other provision of law, a freight project carried out under this section shall be treated as if the project is located on a Federal-aid highway.

(l) TIFIA. At the request of an eligible application under this section, the Secretary may use amounts awarded to the entity to pay subsidy and administrative costs necessary to provide the entity Federal credit assistance under chapter 6 of this title with respect to the project for which the grant was awarded.

(m) CONGRESSIONALNOTIFICATION.—

(1) NOTIFICATION.—

(A) IN GENERAL.—At least 60 days before making a grant for a project under this section, the Secretary shall notify, in writing, the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate of the proposed grant. The notification shall include an evaluation and justification for the project and the amount of the proposed grant award.

(B) MULTIMODAL PROJECTS.—In addition to the notice required under subparagraph (A), the Secretary shall notify the Committee on Commerce, Science, and Transportation of the Senate before making a grant for a project described in subsection (d)(1)(A)(iii).

(2) CONGRESSIONAL DISAPPROVAL.—The Secretary may not make a grant or any other obligation or commitment to fund a project under this section if a joint resolution is enacted disapproving funding for the project before the last day of the 60-day period described in paragraph (1).

“(n) REPORTS.—

(1) ANNUAL REPORT.—The Secretary shall make available on the Web site of the Department of Transportation at the end of each fiscal year an annual report that lists each project for which a grant has been provided under this section during that fiscal year.

(2) COMPTROLLER GENERAL.—

(A) ASSESSMENT.—The Comptroller General of the United States shall conduct an assessment of the administrative establishment, solicitation, selection, and justification process with respect to the funding of grants under this section.

(B) REPORT.—Not later than 1 year after the initial awarding of grants under this section, the Comptroller General shall submit to the Committee on Environment and Public Works of the Senate, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Transportation and Infrastructure of the House of Representatives a report that describes—

- (i) the adequacy and fairness of the process by which each project was selected, if applicable; and
- (ii) the justification and criteria used for the selection of each project, if applicable.”.

National Highway Freight Program (Title I, Sec. 1116, Page 92)

CAGTC Analysis / Background: While MAP-21 created a national freight policy, this proposal creates a national freight program.

A freight formula program is established to support the national highway freight network. It is funded at \$1.15 billion in FY16 and eventually increases to \$1.5 billion in FY20. The program is similar to that which appeared in the Senate DRIVE Act, except that the Conference Report administers this program through FHWA, as opposed to through the Secretary's office.

The amount of money each state receives through the freight formula program will be based on current apportionment criteria. Unlike the Administration's proposal, the amount of money each state receives is not based on the number of freight facilities, miles of highway, or tonnage/value of freight moving within the state.

Funding
(Page 37)

TOTAL AMOUNT.—The total amount set aside for the national highway freight program for all States shall be

- \$1,150,000,000 for fiscal year 2016;
- \$1,100,000,000 for fiscal year 2017;
- \$1,200,000,000 for fiscal year 2018;
- \$1,350,000,000 for fiscal year 2019;
- \$1,500,000,000 for fiscal year 2020;

Policy
(Sec. 1116, Page 92)

- (a) IN GENERAL.—
- (1) POLICY.—It is the policy of the United States to improve the condition and performance of the national highway freight network established under this section to ensure that the ~~national freight~~ Network provides the foundation for the United States to compete in the global economy and achieve each goals described in subsection (b).
 - (2) ESTABLISHMENT.—In support of the goals described in subsection (b), the ~~Secretary~~ Administrator of the Federal Highway Administration shall establish a national freight program in accordance with this section to improve the efficient movement of freight on the national highway freight network.
- (b) Goals.—The goals of the national highway freight program are—
- (1) to invest in infrastructure improvements and to implement operational improvements on the highways of the United States that—
 - (A) strengthen the contribution of the national highway freight network to the economic competitiveness of the United States;
 - (B) reduce congestion and bottlenecks on the National Highway Freight Network;
 - (C) reduce the cost of freight transportation;
 - (D) improve the year-round reliability of freight transportation; and
 - (E) increase productivity, particularly for domestic industries and businesses that create high-value jobs;
 - (2) to improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
 - (3) to improve the state of good repair of the national highway freight network;
 - (4) to use innovation and advanced technology to improve the safety, ~~and~~ efficiency, and reliability of the national highway freight network;
 - (5) to improve the efficiency and productivity of the national highway freight network; ~~and~~
 - (6) to improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity; and
 - (7) to reduce the environmental impacts of freight movement on the national freight network.

(c) ESTABLISHMENT OF A NATIONAL HIGHWAY FREIGHT NETWORK

CAGTC Analysis/ Background: MAP-21 established a national freight network (NFN) to assist States in strategically directing resources to improve movement of freight on highways. The MAP-21 NFN consists of three components – a primary freight network (PFN), any portions of the Interstate System not designated as part of the PFN, and critical rural freight corridors. The FAST Act builds off the NFN created in MAP-21. It creates a framework for identifying critical urban freight corridors and considers portions of the Interstate System that don't appear on the PFN. This is a very similar version of the National highway Freight Network that appeared in the Senate DRIVE Act.

- 1) IN GENERAL.—The Administrator shall establish a national highway freight network in accordance with this section to strategically direct Federal resources and policies toward improved performance of the network.
- (2) NETWORK COMPONENTS.—The national highway freight network shall consist of—
 - (A) the primary highway freight system, as designated under subsection (d);

- (B) critical rural freight corridors established under subsection (e);
- (C) critical urban freight corridors established under subsection (f); and
- (D) the portions of the Interstate System not designated as part of the primary highway freight system.

(d) DESIGNATION AND REDESIGNATION OF THE PRIMARY HIGHWAY FREIGHT SYSTEM.—

CAGTC Analysis/ Background: The FAST Act Conference Report establishes a designation and redesignation of the Primary Highway Freight System (PHFS), which is essentially an improved Primary Freight Network (established under MAP-21). Both the Senate and House surface transportation proposals called for the designation of an improved PFN – the FAST version pulls provisions from both bills to do so. It borrows from the House's requirement to initially designate the map as a 41,518-mile network identified by U.S. DOT, but uses Senate factors for re-designation. Up to 3 percent of total mileage can be added to the map in subsequent redesignations. Unlike the Senate DRIVE Act, the Conference Committee's FAST Act does not mandate the inclusion of all intermodal connectors on the Primary Highway Freight System.

(1) INITIAL DESIGNATION OF PRIMARY HIGHWAY FREIGHT SYSTEM.—The initial designation of the primary highway freight system shall be the 41,518-mile network identified during the designation process for the primary freight network under section 167(d) of this title, as in effect on the day before the date of enactment of the FAST Act.

(2) REDESIGNATION OF PRIMARY HIGHWAY FREIGHT SYSTEM.—

(A) IN GENERAL.— 5 years after the date of enactment of the FAST Act, and every 5 years thereafter, using the designation factors described in subparagraph (E), the Administrator shall redesignate the primary highway freight system.

(B) REDESIGNATION MILEAGE.— Each redesignation may increase the mileage on the primary highway freight system by not more than 3 percent of the total mileage of the system.

(C) USE OF MEASURABLE DATA.—In redesignating the primary highway freight system, to the maximum extent practicable, the Administrator shall use measurable data to assess the significance of goods movement, including consideration of points of origin, destinations, and linking components of the United States global and domestic supply chains.

(D) INPUT.—In redesignating the primary highway freight system, the Administrator shall provide an opportunity for State freight advisory committees, as applicable, to submit additional miles for consideration.

(E) FACTORS FOR REDESIGNATION.—In redesignating the primary highway freight system, the Secretary shall consider—

- (i) changes in the origins and destinations of freight movement in, to, and from the United States;
- (ii) changes in the percentage of annual daily truck traffic in the annual average daily traffic on principal arterials;
- (iii) changes in the location of key facilities;
- (iv) land and water ports of entry;
- (v) access to energy exploration, development, installation, or production areas;
- (vi) access to other freight intermodal facilities, including rail, air, water, and pipeline facilities;
- (vii) the total freight tonnage and value moved via highways;
- (viii) significant freight bottlenecks, as identified by the Administrator;
- (ix) the significance of goods movement on principal arterials, including consideration of global and domestic supply chains.
- (x) critical emerging freight corridors and critical commerce corridors; and
- (xi) network connectivity.

CAGTC Analysis/ Background: This process for designating of critical rural and urban freight corridors for inclusion on the National Highway Freight Network is from the DRIVE Act. The one exception is the establishment of a limitation on the number miles these corridors can be – the addition is highlighted below.

(e) CRITICAL RURAL FREIGHT CORRIDORS.—

(1) IN GENERAL.—A State may designate a public road within the borders of the State as a critical rural freight corridor if the public road is not in an urbanized area and —

(A) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (Federal Highway Administration vehicle class 8 to 13);

(B) provides access to energy exploration, development, installation, or production areas;

(C) connects the primary highway freight system, a roadway described in subparagraph (A) or (B), or the Interstate System to facilities that handle more than—

(i) 50,000 20-foot equivalent units per year; or

(ii) 500,000 tons per year of bulk commodities;

(D) provides access to—

(i) a grain elevator;

(ii) an agricultural facility;

(iii) a mining facility;

(iv) a forestry facility; or

(v) an intermodal facility;

(E) connects to an international port of entry;

(F) provides access to significant air, rail, water, or other freight facilities in the State; or

(G) is, in the determination of the State, vital to improving the efficient movement of freight of importance to the economy of the State.

(2) LIMITATION.—A State may designate as critical rural freight corridors a maximum of 150 miles of highway or 20 percent of the primary highway freight system mileage in the State, whichever is greater.

(f) CRITICAL URBAN FREIGHT CORRIDORS.—

(1) URBANIZED AREA WITH POPULATION OF 500,000 OR MORE.—In an urbanized area with a population of 500,000 or more individuals, the representative metropolitan planning organization, in consultation with the State, may designate a public road within the borders of that area of the State as a critical urban freight corridor.

(2) URBANIZED AREA WITH A POPULATION LESS THAN 500,000.—In an urbanized area with a population of less than 500,000 individuals, the State, in consultation with the representative metropolitan planning organization, may designate a public road within the borders of that area of the State as a critical urban freight corridor.

(3) REQUIREMENTS FOR DESIGNATION.—A designation may be made under paragraphs (1) or (2) if the public road—

(A) is in an urbanized area, regardless of population; and

(B)(i) connects an intermodal facility to—

(I) the primary highway freight network;

(II) the Interstate System; or

(III) an intermodal freight facility;

(ii) is located within a corridor of a route on the primary highway freight network and provides an alternative highway option important to goods movement;

(iii) serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or

(iv) is important to the movement of freight within the region, as determined by the metropolitan planning organization or the State.

(4) LIMITATION.—For each State, a maximum of 75 miles of highway or 10 percent of the primary highway freight system mileage in the State, whichever is greater, may be designated as a critical urban freight corridor under paragraphs (1) and (2).

(g) DESIGNATION AND CERTIFICATION.—

(1) DESIGNATION.—States and metropolitan planning organizations may designate corridors under subsections (e) and (f) and submit the designated corridors to the Administrator on a rolling basis.

(2) CERTIFICATION.—Each State or metropolitan planning organization that designates a corridor under subsection (e) or (f) shall certify to the Administrator that the designated corridor meets the requirements of the applicable subsection.

(h) HIGHWAY FREIGHT TRANSPORTATION CONDITIONS AND PERFORMANCE REPORTS.—Not later than 2 years after the date of enactment of the FAST Act and biennially thereafter, the Administrator shall prepare and submit to Congress a report that describes the conditions and performance of the national highway freight network in the United States.

(i) USE OF APPORTIONED FUNDS.—

CAGTC Analysis/ Background: A state receives an amount of money for the freight formula program consistent with the amount of money relative to their existing apportionment. How the state may use those funds varies on the number of centerline miles they have the Primary Highway Freight System. A similar – but modified – system was created in the DRIVE Act.

The formula for determining freight formula use looks like this: Total Number of miles within a state on the primary highway freight network DIVIDED BY total mileage of primary highway freight system in all states. If, for example, Hawaii has 100 miles on the primary highway freight network, and there are 30,000 miles in total of the primary highway freight network, the percent is 0.3%. This allows Hawaii to use its apportionment for any component of national highway freight network. Alternatively, for example, if Alaska has 1,200 miles on the primary highway freight network of a total 30,000 miles, then Alaska has 4% of total miles and may use its money for projects on the primary highway freight system, critical rural freight corridors, and critical urban freight corridors.

The key difference between FAST and DRIVE is that the Conference Report changes the percentage of miles on the Primary Highway Freight System a state must have to be considered “high mileage” to 2 percent – down from 3 percent (change noted below). As in DRIVE, a state must have developed a state freight plan in order to receive funds through this program, but the bill allows for the multimodal component of the plan to be incomplete (addition of text highlighted below).

- (1) IN GENERAL.—A State shall obligate funds apportioned to the State under section 104(b)(5) to improve the movement of freight on the national highway freight network.
- (2) FORMULA.—The Administrator shall calculate for each State the proportion that—
 - (A) the total mileage in the State designated as part of the primary highway freight system; bears to
 - (B) the total mileage of the primary highway freight system in all States.
- (3) USE OF FUNDS.—
 - (A) STATES WITH HIGH PRIMARY HIGHWAY FREIGHT SYSTEM MILEAGE.—If the proportion of a State under paragraph (2) is greater than or equal to ~~3~~ 2 percent, the State may obligate funds apportioned to the State under section 104(b)(5) for projects on—
 - (i) the primary highway freight system;
 - (ii) critical rural freight corridors; and
 - (iii) critical urban freight corridors.
 - (B) STATES WITH LOW PRIMARY HIGHWAY FREIGHT SYSTEM MILEAGE.—If the proportion of a State under paragraph (2) is less than ~~3~~ 2 percent, the State may obligate funds apportioned to the State under section 104(b)(5) for projects on any component of the national highway freight network.
- (4) FREIGHT PLANNING.—Notwithstanding any other provision of law, effective beginning 2 years after the date of enactment of the FAST Act, a State may not obligate funds apportioned to the State under section 104(b)(5) unless the State has developed a freight plan in accordance with section 70202 of title 49, except that the multimodal component of the plan may be incomplete before an obligation may be made under this section.
- (5) ELIGIBILITY.—

CAGTC Analysis/ Background: The eligibility project language that follows is borrowed from the now-repealed prioritization of projects to improve freight mobility section of MAP-21 (Section 1116). It is almost identical to the freight formula program language that appeared in the DRIVE Act. In addition to the eligibility laid out in MAP-21, this program would allow development phase activities, as well as electronic cargo and border security technologies that improve truck freight movement.

As in DRIVE, the FAST Act provides a 10 percent set-aside for non-highway specific freight projects. However, FAST explicitly identifies “freight intermodal or freight rail projects” as those that qualify for this 10 percent set-aside. This addition is for clarification purposes and is noted below.

(A) IN GENERAL.—Except as provided in this subsection, for a project to be eligible for funding under this section the project shall—

- (i) contribute to the efficient movement of freight on the national highway freight network; and
- (ii) be identified in a freight investment plan included in a freight plan of the State that is in effect.

(B) OTHER PROJECTS.—For each fiscal year, a State may obligate not more than 10 percent of the total apportionment of the State under section 104(b)(5) for freight intermodal or freight rail projects, including projects—

- (i) within the boundaries of public and private freight rail or water facilities (including ports); and
- (ii) that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into and out of the facility.

(C) ELIGIBLE PROJECTS.—Funds apportioned to the State under section 104(b)(5) for the national highway freight program may be obligated to carry out 1 or more of the following:

- (i) Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- (ii) Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- (iii) Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- (iv) Efforts to reduce the environmental impacts of freight movement.
- (v) Environmental and community mitigation of freight movement.
- (vi) Railway-highway grade separation.
- (vii) Geometric improvements to interchanges and ramps.
- (viii) Truck-only lanes.
- (ix) Climbing and runaway truck lanes.
- (x) Adding or widening of shoulders.
- (xi) Truck parking facilities eligible for funding under section 1401 of MAP-21 (23 U.S.C. 137 note)
- (xii) Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- (xiii) Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- (xiv) Traffic signal optimization, including synchronized and adaptive signals.
- (xv) Work zone management and information systems.
- (xvi) Highway ramp metering.
- (xvii) Electronic cargo and border security technologies that improve truck freight movement.
- (xviii) Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- (xix) Additional road capacity to address highway freight bottlenecks.
- (xx) Physical separation of passenger vehicles from commercial motor freight.
- (xxi) Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- (xxii) A highway project or bridge, other than a project described in clauses (i) through (xxi), to improve the flow of freight on the national highway freight network.
- (xxiii) Any other surface transportation project to improve the flow of freight into and out of a facility described in subparagraph (B).

(6) OTHER ELIGIBLE COSTS.—In addition to the eligible projects identified in paragraph (5), a State may use funds apportioned under section 104(b)(5) for—

- (A) carrying out diesel retrofit or alternative fuel projects under section 149 for class 8 vehicles; and
- (B) the necessary costs of—

- (i) conducting analyses and data collection related to the national freight program;
- (ii) developing and updating performance targets to carry out this section; and
- (iii) reporting to the Administrator to comply with the freight performance target under section 150.

- (7) APPLICABILITY OF PLANNING REQUIREMENTS.—Programming and expenditure of funds for projects under this section shall be consistent with the requirements of sections 134 and 135.
- (j) STATE PERFORMANCE TARGETS.—If the Administrator determines that a State has not met or made significant progress toward meeting the performance targets related to freight movement of the State established under section 150(d) by the date that is 2 years after the date of the establishment of the performance targets the State shall include in the next report submitted under section 150(e) a description of the actions the State will undertake to achieve the targets, including
- (1) an identification of significant freight system trends, needs, and issues within the State;
 - (2) a description of the freight policies and strategies that will guide the freight-related transportation investments of the State;
 - (3) an inventory of freight bottlenecks within the State and a description of the ways in which the State is allocating the national highway freight program funds to improve those bottlenecks; and
 - (4) a description of the actions the State will undertake to meet the performance targets of the State.
- (k) INTELLIGENT FREIGHT TRANSPORTATION SYSTEM.—
- (1) DEFINITION OF INTELLIGENT FREIGHT TRANSPORTATION SYSTEM.—In this section, the term ‘intelligent freight transportation system’ means—
- (A) innovative or intelligent technological transportation systems, infrastructure, or facilities, including elevated freight transportation facilities—
 - (i) in proximity to, or within, an existing right of way on a Federal-aid highway; or
 - (ii) that connect land ports-of entry to existing Federal-aid highways; or
 - (B) communications or information processing systems that improve the efficiency, security, or safety of freight movements on the Federal-aid highway system, including to improve the conveyance of freight on dedicated intelligent freight lanes.
- (2) OPERATING STANDARDS.—The Administrator shall determine whether there is a need for establishing operating standards for intelligent freight transportation systems.
- (l) TREATMENT OF FREIGHT PROJECTS.—Notwithstanding any other provision of law, a freight project carried out under this section shall be treated as if the project were on a Federal-aid highway.”
- (b) CLERICAL AMENDMENT.—The analysis for chapter 1 of title 23, United States Code, is amended by striking the item relating to section 167 and inserting the following: “167. National highway freight program.”.
- (c) REPEALS.—Sections 1116, 1117, and 1118 of MAP–21 (23 U.S.C. 167 note), and the items relating to such sections in the table of contents in section 1(c) of such Act, are repealed.

CAGTC Note: the Senate DRIVE Act required a study of multimodal projects, to be completed within two years of the date of enactment of the bill. The FAST Act removes that requirement.

Multimodal Freight Transportation (Title VIII, Page 783)

National Multimodal Freight Policy (Title VIII, Sec. 70101, Page 783)

CAGTC Analysis/ Background: While MAP-21 created a national freight policy, this proposal creates a national multimodal freight policy. This language would be added to subtitle IX of title 49, USC code.

- (a) IN GENERAL.—It is the policy of the United States to maintain and improve the condition and performance of the National Multimodal Freight Network established under section 70103 to ensure that the Network provides a foundation for the United States to compete in the global economy and achieve the goals described in subsection (b).
- (b) GOALS. The goals of the national multimodal freight policy are-
- (1) To identify infrastructure improvements, policies, and operational innovations that—
 - (A) Strengthen the contribution of the National Multimodal Freight Network to the economic competitiveness of the United States;
 - (B) Reduce congestion and eliminate bottlenecks on the National Multimodal Freight Network; and
 - (C) Increase productivity, particularly for domestic industries and businesses that create high-value jobs;
 - (2) To improve the safety, security, efficiency, and resiliency of multimodal freight
 - (3) To achieve and maintain a state of good repair on the National Multimodal Freight Network;

- (4) To use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Multimodal Freight Network;
- (5) To improve the economic efficiency and productivity of the National Multimodal Freight Network;
- (6) To improve the reliability of freight transportation;
- (7) To improve the short- and long-distance movement of goods that—
 - (A) Travel across rural areas between population centers;
 - (B) Travel between rural areas and population centers; and
 - (C) travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network;
- (8) To improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address multimodal freight connectivity;
- (9) To reduce the adverse environmental impacts of freight movement on the National Multimodal Freight Network; and
- (10) To pursue the goals described in this subsection in a manner that is not burdensome to State and local governments.

(c) IMPLEMENTATION.—The Under Secretary for Policy, who shall be responsible for the oversight and implementation of the national multimodal freight policy, shall—

- (1) carry out sections 70102 and 70103;
- (2) assist with the coordination of modal freight planning; and
- (3) identify interagency data sharing opportunities to promote freight planning and coordination.

Section 70102. National Freight Strategic Plan

(Title VIII, Sec. 70102, page 786)

CAGTC Analysis/ Background: Adds all modes and nodes to national freight strategic plan and places emphasis on identification of key trade gateways and corridors. STRR and DRIVE language was similar – the FAST bill retains most of the requirements that appeared in those two bills but opts for the House timeframe for publication (two years as opposed to DRIVE's three).

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this section, the Under Secretary of Transportation for Policy shall—

- (1) develop a national freight strategic plan in accordance with this section; and
- (2) publish the plan on the public Internet Web site of the Department of Transportation.

(b) CONTENTS.—The national freight strategic plan shall include—

- (1) an assessment of the condition and performance of the National Multimodal Freight Network established under section 70103;
- (2) forecasts of freight volumes for the succeeding 5-, 10-, and 20-year periods;
- (3) an identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators;
- (4) an identification of bottlenecks on the National Multimodal Freight Network that create significant freight congestion, based on a quantitative methodology developed by the Under Secretary, which shall include, at a minimum—
 - (A) information from the Freight Analysis Framework of the Federal Highway Administration; and
 - (B) to the maximum extent practicable, an estimate of the cost of addressing each bottleneck and any operational improvements that could be implemented;
- (5) an assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved freight transportation performance, and a description of opportunities for overcoming the barriers;
- (6) a process for addressing multistate projects and encouraging jurisdictions to collaborate;
- (7) strategies to improve freight intermodal connectivity;
- (8) an identification of corridors providing access to energy exploration, development, installation, or production areas;
- (9) an identification of corridors providing access to major areas for manufacturing, agriculture, or natural resources;
- (10) an identification of best practices for improving the performance of the National Multimodal Freight Network, including critical commerce corridors and rural and urban access to critical freight corridors; and
- (11) an identification of best practices to mitigate the impacts of freight movement on communities.

(c) UPDATES.—Not later than 5 years after the date of completion of the national freight strategic plan under subsection (a), and every 5 years thereafter, the Under Secretary shall update the plan and publish the updated plan on the public Internet Web site of the Department of Transportation.

(d) CONSULTATION.—The Under Secretary shall develop and update the national freight strategic plan—
(1) after providing notice and an opportunity for public comment; and
(2) in consultation with State departments of transportation, metropolitan planning organizations, and other appropriate public and private transportation stakeholders.

Section 70103. National Multimodal Freight Network
(Title VIII, Sec. 70103, page 788)

CAGTC Analysis/ Background: In addition to creating a National Highway Freight Network, the FAST Act creates a national multimodal freight network and adds all modes of freight transport to system. There is no cap to the number of facilities that can be added. Although this program does not contain any funding, a map showing network assets is a useful tool for investment decisions by private companies, States, localities, and through other Federal programs available. This element of the proposal contains many of the components CAGTC asked for in its February 2014 letter to U.S. DOT on the initial designation of the Primary Freight Network.

This language largely borrows from the Senate DRIVE Act, which had a more fleshed out designation process to establish a National Multimodal Freight Network. The Conference Report makes it the responsibility of the Under Secretary for Transportation policy, rather than the Secretary of Transportation, to identify such a map. Additionally, FAST contains a new provision, creating an interim network, to be established within 180 days of bill passage, as well as a final network, to be established within one year of bill passage (changes/ additions highlighted below).

This language would be added to Chapter 54 of subtitle III of title 49, USC code.

(a) IN GENERAL.—The Under Secretary of Transportation for Policy shall establish a national multimodal freight network, in accordance with this section—

- (1) to assist States in strategically directing resources toward improved system performance for the efficient movement of freight on transportation network;
- (2) to inform freight transportation planning;
- (3) to assist in the prioritization of Federal investment; and
- (4) To assess and support Federal investments to achieve the national multimodal freight policy goals described in section 70101(b) of this title and the national highway freight program goals described in section 167 of title 23.

(b) INTERIM NETWORK.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Under Secretary shall establish an interim National Multimodal Freight Network in accordance with this subsection.

(2) NETWORK COMPONENTS.—The interim National Multimodal Freight Network shall include—

- (A) the National Highway Freight Network, as established under section 167 of title 23;
- (B) the freight rail systems of Class I railroads, as designated by the Surface Transportation Board;
- (C) the public ports of the United States that have total annual foreign and domestic trade of at least 2,000,000 short tons, as identified by the Waterborne Commerce Statistics Center of the Army Corps of Engineers, using the data from the latest year for which such data is available;
- (D) the inland and intracoastal waterways of the United States, as described in section 206 of the Inland Waterways Revenue Act of 1978 (33 U.S.C. 1804);
- (E) the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported;
- (F) the 50 airports located in the United States with the highest annual landed weight, as identified by the Federal Aviation Administration; and

“(G) other strategic freight assets, including strategic intermodal facilities and freight rail lines of Class II and Class III railroads, designated by the Under Secretary as critical to interstate commerce.

(c) FINAL NETWORK.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this section, the Under Secretary, after soliciting input from stakeholders, including multimodal freight system users, transportation providers, metropolitan planning organizations, local governments, ports, airports, railroads, and States, through a public process to identify critical freight facilities and corridors, including critical commerce corridors, that are vital to achieve the national multimodal freight policy goals described in section 70101(b) of this title and the national highway freight program goals described in section 167 of title 23, and after providing notice and an opportunity for comment on a draft system, shall designate a National Multimodal Freight Network with the goal of—

(A) improving network and intermodal connectivity; and

(B) using measurable data as part of the assessment of the significance of freight movement, including the consideration of points of origin, destinations, and linking components of domestic and international supply chains.

(2) FACTORS.—In designating or redesignating the National Multimodal Freight Network, the Under Secretary shall consider—

(A) origins and destinations of freight movement within, to, and from the United States;

(B) volume, value, tonnage, and the strategic importance of freight;

(C) access to border crossings, airports, seaports, and pipelines;

(D) economic factors, including balance of trade;

(E) access to major areas for manufacturing, agriculture, or natural resources;

(F) access to energy exploration, development, installation, and production areas;

(G) intermodal links and intersections that promote connectivity;

(H) freight choke points and other impediments contributing to significant measurable congestion, delay in freight movement, or inefficient modal connections;

(I) impacts on all freight transportation modes and modes that share significant freight infrastructure;

(J) facilities and transportation corridors identified by a multi-State coalition, a State, a State freight advisory committee, or a metropolitan planning organization, using national or local data, as having critical freight importance to the region;

(K) major distribution centers, inland intermodal facilities, and first- and last-mile facilities; and

(L) the significance of goods movement, including consideration of global and domestic supply chains.

(3) CONSIDERATIONS.—In designating or redesignating the National Multimodal Freight Network, the Under Secretary shall—

(A) use, to the extent practicable, measurable data to assess the significance of goods movement, including the consideration of points of origin, destinations, and linking components of the United States global and domestic supply chains;

(B) consider—

(i) the factors described in paragraph (2); and

(ii) any changes in the economy that affect freight transportation network demand; and

(C) provide the States with an opportunity to submit proposed designations in accordance with paragraph (4).

(4) STATE INPUT.—

(A) IN GENERAL.—Each State that proposes additional designations for the National Multimodal Freight Network shall—

(i) consider nominations for additional designations from metropolitan planning organizations and State freight advisory committees, as applicable, within the State;

(ii) consider nominations for additional designations from owners and operators of port, rail, pipeline, and airport facilities; and

(iii) ensure that additional designations are consistent with the State transportation improvement program or freight plan.

(B) CRITICAL RURAL FREIGHT FACILITIES AND CORRIDORS.—As part of the designations under subparagraph (A), a State may designate a freight facility or corridor within the borders of the State as a critical rural freight facility or corridor if the facility or corridor—

- (i) is a rural principal arterial;
- (ii) provides access or service to energy exploration, development, installation, or production areas;
- (iii) provides access or service to—
 - (I) a grain elevator;
 - (II) an agricultural facility;
 - (III) a mining facility;
 - (IV) a forestry facility; or
 - (V) an intermodal facility;
- (iv) connects to an international port of entry;
- (v) provides access to a significant air, rail, water, or other freight facility in the State; or
- (vi) has been determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

(C) LIMITATION.—

(i) IN GENERAL.—A State may propose additional designations to the National Multimodal Freight Network in the State in an amount that is not more than 20 percent of the total mileage designated by the Under Secretary in the State.

(ii) DETERMINATION BY UNDER SECRETARY.—The Under Secretary shall determine how to apply the limitation under clause (i) to the components of the National Multimodal Freight Network.

(D) SUBMISSION AND CERTIFICATION.—A State shall submit to the Under Secretary—

- (i) a list of any additional designations proposed to be added under this paragraph; and
- (ii) a certification that—
 - (I) the State has satisfied the requirements of subparagraph (A); and
 - (II) the designations referred to in clause (i) address the factors for designation described in this subsection.

(d) REDESIGNATION OF NATIONAL MULTIMODAL FREIGHT NETWORK.—Not later than 5 years after the initial designation under subsection (c), and every 5 years thereafter, the Under Secretary, using the designation factors described in subsection (c), shall redesignate the National Multimodal Freight Network.

Multimodal Freight Transportation Planning and Information (Title VIII, Page 797)

State Freight Advisory Committees (Sec. 70201, Page 797)

CAGTC Analysis/ Background: Current law encourages States to develop state freight advisory committees; the FAST Act continues to do so. The parameters of State Freight Advisory Committees stay the same under the FAST Act as MAP-21, except that increased encouragement of participation is given to freight railroads and third party logistics providers.

(a) IN GENERAL.—The Secretary of Transportation shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, the freight industry workforce, the transportation department of the State, and local governments.

(b) ROLE OF COMMITTEE.—A freight advisory committee of a State described in paragraph subsection (a) shall—

- (1) advise the State on freight-related priorities, issues, projects, and funding needs;
- (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;
- (3) communicate and coordinate regional priorities with other organizations;
- (4) promote the sharing of information between the private and public sectors on freight issues; and
- (5) participate in the development of the freight plan of the State described in section 70202.

State Freight Plans (Sec. 70202, Page 798)

CAGTC Analysis/ Background: FAST requires states to develop state freight plans in order to qualify for federal freight formula funding. It also adds a new requirement that the plans must include a list multimodal freight facilities in the state (not just

highway facilities), as well as a list of critical rural and urban freight corridors. Finally, it adds a requirement that States should consult with their State Freight Advisory Committees in developing this plan, when applicable. The additions/change are noted in yellow below.

- (a) IN GENERAL. Each State that receives funding under section 167 of title 23 shall develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
- (b) PLAN CONTENTS.—A State freight plan described in subsection (a) shall include, at a minimum—
- (1) an identification of significant freight system trends, needs, and issues with respect to the State;
 - (2) a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;
 - (3) when applicable, a listing of –
 - (A) multimodal critical rural and urban freight facilities and corridors designated within the State under section 70103 of this title; and
 - (B) critical rural and urban freight corridors designated within the State under section 167 of title 23;
 - (4) a description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of this title and the national highway freight program goals described in section 167 of title 23;
 - (5) a description of how innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement, were considered;
 - (6) in the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration;
 - (7) an inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues;
 - (8) consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay; and
 - (9) a freight investment plan that, subject to paragraph (c)(2), includes a list of priority projects and describes how funds made available to carry out section 167 of title 23 would be invested and matched; and
 - (10) consultation with the State freight advisory committee, if applicable.
- (c) RELATIONSHIP TO LONG-RANGE PLAN. -
- (A) INCORPORATION.—A State freight plan described in subsection (a) may be developed separately from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23.
- (B) FISCAL CONSTRAINT.—The freight investment plan component of a freight plan shall include a project, or an identified phase of a project, only if funding for completion of the project can reasonably be anticipated to be available for the project within the time period identified in the freight investment plan.
- (4) PLANNING PERIOD.—The freight plan described in subsection (a) shall address a 5-year forecast period.
- (5) UPDATES.—
- (A) IN GENERAL.—A State shall update a State freight plan described in subsection (a) not less frequently than once every 5 years.
- (B) FREIGHT INVESTMENT PLAN.—A State may update a freight investment plan described in subsection (b)(9) more frequently than is required under subparagraph (1).

**Water Resources &
Reform Development Act
(WRRDA) / HMTF**

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United States Senate

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

WASHINGTON, DC 20510-6175

RYAN JACKSON, MAJORITY STAFF DIRECTOR
BETTINA FORIER, DEMOCRATIC STAFF DIRECTOR

December 9, 2015

Dear Colleague:

The Committee on Environment and Public Works intends to begin its work on the next Water Resources Development Act (WRDA). WRDA is the authorizing legislation for the programs and projects of the civil works program of the Army Corps of Engineers. As we begin this process, we would like to know your water resources priorities.

Water resources projects typically included in WRDA include those with completed Chief of Engineers reports, modifications to existing Corps of Engineers' projects, study authorizations for new projects, and miscellaneous projects consistent with the Corps' programs that also demonstrate a Federal interest. Projects authorized under WRDA are subject to cost-sharing defined in statute.

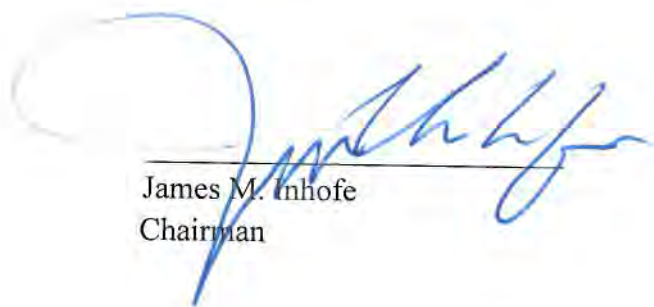
Please note that we do not intend to include in the bill congressionally directed spending, as that term is defined in Senate Rule XLIV, Congressionally Directed Spending and Related Items. If your comments reference construction of a specific project, please include an identification of the report of the Chief of Engineers, General Reevaluation Report, Post-Authorization Change Report, or other documentation that shows that the Corps of Engineers has reviewed the project. Also please note that under section 7001 of WRRDA 2014, the Corps is directed to submit to Congress with the President's budget request each year a list of feasibility reports, proposed feasibility studies, and proposed modifications that are related to the missions and authorizations of the Corps of Engineers, require specific congressional authorization, have not been previously authorized, and could be carried out by the Corps of Engineers.

For your convenience, the list of recommended Corps of Engineers projects with completed Chief's Reports is attached. Also attached is the latest copy of the Corps of Engineers *Report to Congress on Future Water Resource Projects*, dated February 2015 identifying completed feasibility reports, proposed feasibility studies, and proposed modifications to authorized projects or studies. To provide the Committee with specific priorities, please submit a letter listing your comments about the recommended Corps of Engineers projects. You may also include such additional information as you consider appropriate to aid the Committee in the consideration of your comments. Only comments accompanied by a signed letter will be considered by the Committee.

Your signed letter should be submitted electronically, in one email to Joe_Brown@epw.senate.gov and on paper to the Committee majority and minority offices located in Dirksen 410 and 456, respectively, by 5:00 pm on Friday, February 12, 2016. Additionally, we expect to receive an updated *Report to Congress on Future Water Resources Projects* in February 2016. Your office will be able to supplement your comments in response to that updated report. We hope this will provide ample opportunity to discuss water resources and infrastructure needs.



Barbara Boxer
Ranking Member



James M. Inhofe
Chairman

Post WRRDA 14 Signed Chief's Reports															
State	Name ¹	Date of Report of Chief of Engineers	Annual Benefits ²	Annual Costs	Net Benefits	Estimated First Costs			Estimated Renourishment Costs			Estimated Total Costs			
						BCR	Federal	Non-Federal	Federal	Non-Federal	Sub-Total	Federal	Non-Federal	Sub-Total	Federal
Navigation															
1. TX	Brazos Island Harbor	3-Nov-14	\$90,871,000	\$13,896,000	\$76,975,000	1.5; 6.5 ³	\$116,116,000	\$135,836,000	\$0	\$0	\$251,952,000	\$116,116,000	\$135,836,000	\$251,952,000	
2. LA	Calcasieu Lock	2-Dec-14	\$1,148,000	\$947,000	\$201,000	1.2	\$16,700,000	\$0	\$0	\$16,700,000	\$0	\$16,700,000	\$0	\$16,700,000	
3. NH/ME	Portsmouth Harbor and Piscataqua River	8-Feb-15	\$3,290,000	\$1,060,000	\$2,230,000	3.1	\$15,580,000	\$5,190,000	\$0	\$0	\$20,770,000	\$15,580,000	\$5,190,000	\$20,770,000	
4. KY	Green River Locks and Dams 3, 4, 5, 6 and Barren River Lock and Dam 1 Disposition	30-Apr-15	\$0	\$0	\$0	N/A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5. FL	Port Everglades	25-Jun-15	\$48,240,000	\$16,860,000	\$31,380,000	2.9	\$220,200,000	\$102,500,000	\$0	\$0	\$322,700,000	\$220,200,000	\$102,500,000	\$322,700,000	
6. AK	Little Diomed	10-Aug-15	\$324,000	\$1,424,000	--	0.23	\$26,015,000	\$2,945,000	\$0	\$0	\$28,960,000	\$26,015,000	\$2,945,000	\$28,960,000	
7. SC	Charleston Harbor	8-Sep-15	\$108,900,000	\$28,000,000	\$80,900,000	3.9	\$224,300,000	\$269,000,000	\$0	\$0	\$493,300,000	\$224,300,000	\$269,000,000	\$493,300,000	
7	Total Navigation		\$252,773,000	\$62,187,000	\$191,686,000		\$618,911,000	\$515,471,000	\$0	\$0	\$1,134,382,000	\$618,911,000	\$515,471,000	\$1,134,382,000	
FRM															
1. TX	Leon Creek Watershed, San Antonio	30-Jun-14	\$2,143,000	\$1,284,000	\$859,000	1.7	\$18,314,000	\$9,861,000	\$0	\$0	\$28,175,000	\$18,314,000	\$9,861,000	\$28,175,000	
2. MO/KS	Armourdale and Central Industrial District Levee Units, Missouri River and Tributaries at Kansas Citys	27-Jan-15	\$57,565,300	\$16,876,900	\$40,688,400	3.4	\$207,036,000	\$111,481,000	\$0	\$0	\$318,517,000	\$207,036,000	\$111,481,000	\$318,517,000	
3. KS	City of Manhattan, Kansas	30-Apr-15	\$4,074,440	\$1,177,660	\$2,896,780	3.5	\$15,440,100	\$8,313,900	\$0	\$0	\$23,754,000	\$15,440,100	\$8,313,900	\$23,754,000	
4. TN	Mill Creek	16-Oct-15	\$2,390,000	\$1,251,000	\$1,139,000	1.9	\$17,759,000	\$10,745,000	\$0	\$0	\$28,504,000	\$17,759,000	\$10,745,000	\$28,504,000	
4	Total FRM		\$66,172,740	\$20,589,560	\$45,583,180		\$258,549,100	\$140,400,900	\$0	\$0	\$398,950,000	\$258,549,100	\$140,400,900	\$398,950,000	
FRM & ENV															
1. IL & WI	Upper Des Plaines River and Tributaries ⁵	8-Jun-15	\$9,923,000	\$5,675,000	\$4,284,000	1.7					\$307,087,000			\$307,087,000	
			6,859 acres	\$5,661,000	N/A	N/A	\$199,393,000	\$107,694,000	\$0	\$0	\$307,087,000	\$199,393,000	\$107,694,000	\$307,087,000	
			\$456,000	\$63,000	\$393,000	7.2									
1	Total FRM & ENV		\$10,379,000	\$11,399,000	\$4,677,000		\$199,393,000	\$107,694,000	\$0	\$0	\$307,087,000	\$199,393,000	\$107,694,000	\$307,087,000	
HSDRR															
1. SC	Edisto Beach, Colleton County	5-Sep-14	\$3,467,200	\$1,501,000	\$1,966,200	2.3	\$13,733,850	\$7,395,150	\$16,371,000	\$16,371,000	\$21,129,000	\$32,742,000	\$23,766,150	\$53,871,000	
2. FL	Flagler County	23-Dec-14	\$2,372,000	\$1,235,000	\$1,137,000	1.9	\$9,218,300	\$4,963,700	\$15,390,000	\$15,390,000	\$14,182,000	\$30,780,000	\$20,353,700	\$44,962,000	
3. NC	Bogue Banks, Carteret County	23-Dec-14	\$14,978,000	\$6,037,000	\$8,941,000	2.5	\$24,263,000	\$13,064,000	\$114,728,000	\$114,728,000	\$37,327,000	\$229,456,000	\$127,792,000	\$266,783,000	
4. NJ	Hereford Inlet to Cape May Inlet, New Jersey Shore Protection Project, Cape May County	23-Jan-15	\$6,252,000	\$2,669,000	\$3,583,000	2.3	\$14,040,000	\$7,560,000	\$41,215,000	\$41,215,000	\$21,600,000	\$82,430,000	\$48,775,000	\$104,030,000	
5. LA	West Shore Lake Pontchartrain	12-Jun-15	\$97,840,000	\$33,950,000	\$63,890,000	2.9	\$466,760,000	\$251,330,000	\$0	\$0	\$718,090,000	\$466,760,000	\$251,330,000	\$718,090,000	
5	Total HSDRR		\$124,909,200	\$45,392,000	\$79,517,200		\$528,015,150	\$284,312,850	\$187,704,000	\$187,704,000	\$812,328,000	\$375,408,000	\$472,016,850	\$1,187,736,000	
ENV															
1. FL	Central Everglades Planning Project, Comprehensive Everglades Restoration Plan, Central and Southern Florida Project	23-Dec-14	1.5 million acres	\$102,600,000	N/A	N/A	\$976,375,000	\$974,625,000	\$0	\$0	\$1,951,000,000	\$976,375,000	\$974,625,000	\$1,951,000,000	
1	Total ENV						\$976,375,000	\$974,625,000	\$0	\$0	\$1,951,000,000	\$976,375,000	\$974,625,000	\$1,951,000,000	
18	Total Chief's Reports Post-WRRDA 2014 ⁴		\$454,233,940	\$139,567,560	\$321,463,380		\$2,581,243,250	\$2,022,503,750	\$187,704,000	\$187,704,000	\$4,603,747,000	\$2,768,947,250	\$2,210,207,750	\$4,979,155,000	

Notes: ¹ The project names in the table are hyperlinks to the signed Chief's Reports.

² Benefits for ENV projects are total environmental benefits.

³ Benefit to cost ratio using allocable benefits under Section 6001 of P.L. 109-13.

⁴ Total annual benefits and costs and net benefits do not include ENV projects.

⁵ Annual benefits and costs for Upper Des Plaines are separated for flood risk management, ecosystem restoration, and recreation, respectively.

Report to Congress on Future Water Resources Development

February 2015

Report to Congress on Future Water Resources Development

Section 7001 of WRRDA 2014 requires that the Secretary of the Army annually submit to Congress, a report that identifies potential future water resources development through completed feasibility reports, proposed feasibility studies, and proposed modifications to authorized projects or studies. Section 7001 requires that the Secretary annually publish a notice in the Federal Register requesting proposals from non-Federal interests and certify that those proposals included in the annual report meet the criteria established by Congress in that section. The report reflects information provided by non-Federal interests in response to that notice.

On 5 August 2014, the United States Army Corps of Engineers (USACE) published in the Federal Register (<http://www.gpo.gov/fdsys/pkg/FR-2014-08-05/pdf/2014-18495.pdf>), a notice for proposals from non-Federal interests by 3 December 2014. The proposal information received from non-Federal interests was reviewed to determine if it met the following criteria:

- A. related to USACE authorities and one or more of the core missions of flood risk management, navigation, or ecosystem restoration;
- B. required to have specific Congressional authorization, including an Act of Congress;
- C. not previously Congressionally authorized;
- D. have not been included in any previous annual report; and
- E. able to be carried out by the USACE, if authorized.

Of the 114 proposals received, 59 were proposals for new feasibility studies, 53 were proposals for modifications to existing projects or changes to legislation, and two were completed feasibility reports that are currently undergoing Army review. Of these 114 proposals, 19 met the criteria and are listed in the Annual Report Table. The remaining 95 proposals that did not meet the criteria are captured in the Appendix with an explanation of which specific criteria were not met. (All 114 proposals provided by non-Federal interests are also available at <http://www.usace.army.mil/Missions/CivilWorks/ProjectPlanning/LegislativeLinks.aspx>.) The primary reason proposals are included in the Appendix is because there is already an existing specific or general authority, such as Section 216 of the Flood Control Act of 1970.

Upon reviewing the proposals, it has been determined that there are many variances in how information was provided by the non-Federal interests. For example, an area of concern is the cost information provided by non-Federal interests, which appears inconsistent across the proposals and is generally without backup on how the costs were determined. Some proposals included only costs related to conducting a feasibility study while others included the cost of construction. Another issue is that some of the proposals may have included all or a portion of the Federal cost only. These issues make it difficult for USACE to validate and understand the projected numbers and other information provided by non-Federal interests and therefore it is premature to provide it at this time.

In addition, please note that a Chief's Report does not indicate the review process has been completed. There are many ongoing USACE feasibility studies, as well as studies with a Chief's Report that are still undergoing review. In two cases, parties responding to the Federal Register notice proposed reports that USACE has completed Chief's Reports and that are now in the review process. Seven other Chief's Reports have been signed but were not proposed by non-Federal interests.

The Assistant Secretary of the Army (Civil Works) certifies that, based on the information received from the non-Federal interests, each proposed feasibility study and proposed modification to an authorized water resources development project or feasibility study included in this report meets the criteria established in Section 7001.

This report is in response to the requirements of Section 7001 and does not reflect program, policy, and budgeting priorities. The information provided by the non-Federal interests has not been revised or developed by USACE or Army and is not endorsed by USACE or Army.

Annual Report

Included in this Annual Report is a listing of the proposals that have been determined as meeting the criteria in WRRDA 2014 Section 7001. This table summarizes the information provided by the Non-Federal interests and there are variances in how the information was provided by the Non-Federal interests.

State	Name of Proposal	Sponsor (s)	Type: Proposed Feasibility Study, Modification, and Feasibility Report	Purpose	Benefits	Letter (s) of Support Received? Y/N
CA	Del Rosa Drainage Area Feas Study	San Bernardino County Flood Control District	Proposed Feasibility Study	To obtain data and assist in feasibility level work to alleviate the flood issues throughout the watershed and provide environmental enhancements where possible.	Public health and safety; flood protection; increased economic activity	Y
CA	Mission-Zanja Drainage Area Feas Study	San Bernardino County Flood Control District	Proposed Feasibility Study	To obtain data and assist in feasibility level work to alleviate the flood issues throughout the watershed and provide environmental enhancements where possible.	Public health and safety; flood protection; increased economic activity	Y
LA	St. Tammany Parish Government Comprehensive Coastal Master Plan Project	St. Tammany Parish Government	Proposed Feasibility Study	FRM; Ecosystem Restoration (marshes); fisheries	Facilitate better water exchange and fisheries; as well as improve FRM	N
NY	Silver Creek FRM/EnviroRestoration Dredging Feas. Study	Chautauqua County	Proposed Feasibility Study	Assess the feasibility of dredging the mouth of Silver Creek (where it enters Lake Erie) and recommend a strategy to minimize flooding as a result of ice and debris jams, and to improve hydraulic capacity, fish passage and habitat.	Increase the probability that additional effective environmental restoration projects will be funded and constructed in the project watershed; Protection of human life and property through improved water quality, fish habitat and reduced risk of flooding and hazards to recreational boaters.	Y

State	Name of Proposal	Sponsor (s)	Type: Proposed Feasibility Study, Modification, and Feasibility Report	Purpose	Benefits	Letter (s) of Support Received? Y/N
PR	Puerto Rico Island-Wide Beach Erosion and Storm Damage Reduction Study	Department of Natural and Environmental Resources (DNER) of Puerto Rico	Proposed Feasibility Study	To assess Island-wide coastal and beach erosion; formulate storm damage reduction strategies such as beach nourishment.	Shoreline protection; recreation and tourism improvements; protection of critical coastal infrastructure	Y
TX	Brazos River Erosion Management Study	Fort Bend County, TX	Proposed Feasibility Study	Investigate stream bank protection measures to reduce property damage associated with severe, ongoing riverbank erosion which undermines public and private investment adjacent to a 12,000 foot segment of the Brazos River in the City of Richmond, Texas.	Protect public infrastructure including levees, utilities, roads and railroad bridges, from continued erosion	Y
TX	Chacon Creek Feasibility Study	City of Laredo, Texas	Proposed Feasibility Study	To identify and implement potential measures that would reduce the risk of flooding and restore degraded aquatic ecosystems (FRM/ENR/REC)	BCR for the NED plan is 1.74-to-1.00, and additional environmental, economic, recreational, and educational opportunities are expected.	Y
TX	Cliff St Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y
TX	Keltner Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y
TX	Memphis Ave Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y
TX	Moorehead Ave Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y

State	Name of Proposal	Sponsor (s)	Type: Proposed Feasibility Study, Modification, and Feasibility Report	Purpose	Benefits	Letter (s) of Support Received? Y/N
TX	Murchison Ave Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y
TX	Nashville Ave Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y
TX	Ohio St Reservoir Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y
TX	San Diego Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y
TX	Scenic Drive Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y
TX	Tremont Ave Dam TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y

State	Name of Proposal	Sponsor (s)	Type: Proposed Feasibility Study, Proposed Modification, and Feasibility Report	Purpose	Benefits	Letter (s) of Support Received? Y/N
VA	Chincoteague Island Feas Study	Town of Chincoteague, VA (support anticipated from Accomack County and the Commonwealth of VA depending on scope of study)	Proposed Feasibility Study	To assess the current and future function of the barrier island/inlet/coastal bay system surrounding Chincoteague Island, develop an array of options for resource management, and evaluate the feasibility and cost associated with sustainable protection and restoration areas.	Protection of human life and property; maintain critical navigation routes and transportation; restore ecosystems; and improve national security.	Y
WA	Burley Creek Watershed FRM/EnviroRestoration Feas Study	Kitsap County, WA	Proposed Feasibility Study	To holistically analyze the Burley Creek basin from the Burley Lagoon in north Pierce County to the headwaters of Burley Creek in south Kitsap County. To identify remedial actions to mitigate the effects on the built environment, the natural environment, and the transportation of people and goods.	Protection of property through flood risk management; restore and protect water quality; improve transportation; maintain a high quality habitat.	Y

Report to Congress on Future Water Resources Development

Appendix

Appendix

Included in this Appendix is a listing of the proposals submitted that were not included in the annual report with the reason(s) the Secretary determined that they did not meet the criteria for inclusion in the report. This table summarizes the information provided by the Non-Federal interests and there are variances in how the information was provided by the Non-Federal interests.

State	Name of Proposal	Sponsor (s)	Type: Proposed Feasibility Study, Proposed Modification, and Feasibility Report	Purpose	Benefits	Local Support Y/N	Letter (s) of Support Received? Y/N	* If the Proposal qualifies for the Appendix, specify which criteria(s) the proposal did not meet A-E (see paragraph 3 in 7001 Implementation Guidance)	Explanation of why it is in the Appendix
AK	Emmonak Harbor Feasibility Study	Calista Corporation; the City of Emmonak	Proposed Feasibility Study	Navigation	Cost-effective and efficient transportation	Y	Y	A	Land side Local Service Facilities are not part of the Corps Navigation mission.
AK	Marshall Harbor Feasibility Study	Calista Corporation; The City of Marshall	Proposed Feasibility Study	Navigation	Reduced transportation costs for rock aggregate to be shipped to neighboring communities and allow cargo, fuel, and propane/LNG from Fairbanks as incoming cargo.	Y	Y	A	Land side Local Service Facilities are not part of the Corps Navigation mission.
AR & LA	Ouachita-Black Rivers Navigation Program - Bank Stabilization	Louisiana Department of Transportation and Development, Tensas Basin Levee District, and Arkansas Waterways Commission	Proposed Modification	Add bank stabilization as a project feature from mile 0 on the Black River, LA to mile 460 on the Ouachita River.	Directly improve the efficiency of the Navigation Project and would greatly enhance the flood damage prevented provided by the Ouachita River Levees, LA Project	Y	Y	A	Corps does not perform work for a Single User
AZ	Coconino County, Arizona Water Supply Feasibility Study	Coconino Plateau Watershed Partnership, Arizona Department of Water Resources, Coconino County, Hopi Tribe, Navajo Nation, City of Page, City of Flagstaff	Proposed Feasibility Study	Water Supply	Water supply for more than 12 Navajo Nation chapters, all of the Hopi Tribe villages, 12 non-tribal communities, and the Grand Canyon National Park.	Y	Y	A	Water supply is not a primary mission
AZ	Halchita to Kayenta Pipeline Study	Navajo Nation	Proposed Feasibility Study	Water Supply and water quality	More sustainable water source for the Navajo population and better drinking water quality	Y	Y	A	Water quality is not a Corps mission
AZ	San Pedro River Restoration Study	Cochise County	Proposed Feasibility Study	FRM; river channel stability	Restoration measures; pros and cons of keeping the dam versus removing it.	Y	N	B, C	Existing Authorization: Section 6 of the Flood Control Act of 1938; CAP Sec 205

* Criteria: A-Related to USACE authorities and one or more of the core missions; B-Required to have specific congressional authorization, including by an Act of Congress; C-Not previously congressionally authorized; D-Have not been included in any previous annual report; and E-Able to be carried out by the USACE, if authorized.

State	Name of Proposal	Sponsor (s)	Type: Proposed Feasibility Study, Proposed Modification, and Feasibility Report	Purpose	Benefits	Local Support Y/N	Letter (s) of Support Received? Y/N	* If the Proposal qualifies for the Appendix, specify which criteria(s) the proposal did not meet A-E (see paragraph 3 in 7001 Implementation Guidance)	Explanation of why it is in the Appendix
AZ	Southwest Navajo Rural Water Project	The Navajo Nation; Diklon Hospital Steering Committee; the Navajo Nation Department of Water Resources; the Navajo Tribal Utility Authority (NTUA); (IHS), (USDA), (USEPA) (BIA)	Proposed Feasibility Study	Water Supply; Develop a list of preferred actions against reoccurring drought in the area	Stimulate economic growth in the area; human safety	Y	Y	A	Water supply is not a primary mission
AZ-NM	Western Navajo Pipeline Feas Study	The Navajo Nation Department of Water Resources (plus other possible beneficiaries)	Proposed Feasibility Study	To investigate the Western Navajo Pipeline and build off of previous investigations in the area. Goals include (1) a new intake at Lake Powell, (2) increased water treatment capacity at the city of Page, and (3) a waterline between Page and LeChee.	Economic development, reduction in water hauling costs, improvement of public health and safety.	Y	Y	A	Water treatment and water lines are not a Corps mission
CA	American River Watershed Common Features	State of California Central Valley Flood Protection Board; CA Dept. of Water Resources; Sacramento Flood Control Agency	Proposed Modification	FRM, GRR evaluates two alternatives (Alternatives 1 and 2) for improving levee performance and reducing the risk of levee failure along the Lower American and Sacramento Rivers and their tributaries in the North Sacramento area.	Levee seepage and underseepage along the Sacramento River east levee, the Natomas East Main Drainage Canal east levee, the Arcade Creek north and south levees, and the Dry/Robla Creek south levee; Erosion control along the American River north and south levees and the Sacramento River east levee; and Raising and strengthening the Maggie Creek Diversion Channel west levee.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970Project needs additional authorization for a replacement plan.
CA	Cache Creek Settling Basin Study	Central Valley Flood Protection Board; CA Dept. of Water Resources	Proposed Modification	Flood Risk Management	FRM; sediment management	Y	Y	B, C	Existing Authorization : Construction of Phase 2 is authorized to start in 2018, however a PACR is need first to address changed conditions and the 902 prior to finalizing design for implementation.
CA	Coyote Valley Dam	Sonoma County Water Agency	Proposed Modification	Onset of new factors affecting reservoir management	Water supply	Y	Y	A	Water supply is not a primary mission
CA	EMWD Indirect Potable Reuse Program (IPR) Feasibility Study	Eastern Municipal Water District (EMWD)	Proposed Feasibility Study	The proposed study will design and execute the pilot testing for the IPR Program and develop the Program Definition Report that will document the framework for the program, which will utilize advanced treatment options	Will improve the reliability of the water supply available to EMWD, providing increased local supply sources that are less influenced by changing climatic conditions.	Y	Y	A	Water supply is not a primary mission

* Criteria: A-Related to USACE authorities and one or more of the core missions; B-Required to have specific congressional authorization, including by an Act of Congress; C-Not previously congressionally authorized; D-Have not been included in any previous annual report; and E-Able to be carried out by the USACE, if authorized.

State	Name of Proposal	Sponsor (s)	Type: Proposed Feasibility Study, Proposed Modification, and Feasibility Report	Purpose	Benefits	Local Support Y/N	Letter (s) of Support Received? Y/N	* If the Proposal qualifies for the Appendix, specify which criteria(s) the proposal did not meet A-E (see paragraph 3 in 7001 Implementation Guidance)	Explanation of why it is in the Appendix
CA	Harbor/South Bay Water Recycling Project, Los Angeles, CA	West Basin Municipal Water District	Proposed Modification	Increase authorization ceiling of existing Project from 35M to 70M	Sustainable recycled water/ ENR/WS	Y	Y	A	Water supply is not a primary mission
CA	Lagas Creek Flood Protection Project Authorization Change Request 1	Santa Clara Valley Water District; City of Morgan Hill	Proposed Modification	Revise paragraph from WRDA 07 that is in conflict with WRDA '99	FRM; flood damages prevented	Y	Y	A	Legislative change, not a project or study proposal
CA	Lagas Creek Flood Protection Project Authorization Change Request 2	Santa Clara Valley Water District; City of Morgan Hill	Proposed Modification	Change project authorization to allow the local sponsor to complete the project with the USACE acting as a non-financial partner.	FRM; flood damages prevented	Y	Y	A	Legislative change, not a project or study proposal
CA	South San Francisco Bay Shoreline Study	Santa Clara Valley Water District; CA State Coastal Conservancy	Proposed Modification	To advance the feasibility study for the project currently underway for authorization as a Chief's report.	Habitat Restoration, FRM, Recreation and public access	Y	Y	B, C	Existing Authorization: Resolution adopted by the U.S. House of Representatives' Committee on Transportation and Infrastructure in 2002, and further guidance adopted through the WRDA in 2007 (Section 4027).
CA	Vista Grande Drainage Basin Improvement Project	City of Daly City	Proposed Feasibility Study	To alleviate localized and upstream flooding and resultant property damage by conducting a number of integrated improvements to the existing drainage system.	Improve stormwater drainage, clean storm water to Lake Merced, improve recreational access.	Y	Y	A	Improving existing drainage system is not a primary mission
CA	Whittier Narrows Flood Control Basin Project	City of South El Monte, CA	Proposed Modification	To terminate and remove the easement – to permit development of the site	Improved flood control management systems and safety measures; improvements to transportation	Y	Y	A	Impacts a Corps flood control project and is not directly related to a Corps mission
CT	Southington, CT - Water Supply Mod	Board of Water Commissioners for the Town of Southington, CT	Proposed Modification	To complete design, engineering and construction of four additional urgent water supply projects in the town of Southington.	Local and regional economic benefits, ability to meet critical water supply needs, improved water quality, reduce the costs of current operations, improved fire protection (public health and safety).	Y	Y	A, B, C	Environmental Infrastructure is not a primary Corps mission. Existing Authorization: Section 219
DE	Indian River Inlet Sand Bypassing Reauthorization	Delaware Dept. of Natural Resources and Environmental Control	Proposed Modification	The authorization of the Federal/non-federal partnership of the existing sand bypassing operations is set to expire in 2021. DNRREC is presently the non-federal partner and requests reauthorization so that shore protection and erosion control efforts can continue.	Protection of human life and property; improvements to transportation, the national economy, the environment, and US national security interests.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
DE	Lewes Beach	Delaware Dept. of Natural Resources and Environmental Control	Proposed Modification	To extend the authorized project limit from its present eastward terminus to a distance of 8,000 feet east of the Roosevelt Inlet east jetty for hurricane and storm damage reduction.	Protection of human life and property; improvements to transportation, the national economy, the environment, and US national security interests.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970

* Criteria: A-Related to USACE authorities and one or more of the core missions; B-Required to have specific congressional authorization, including by an Act of Congress; C-Not previously congressionally authorized; D-Have not been included in any previous annual report; and E-Able to be carried out by the USACE, if authorized.

State	Name of Proposal	Sponsor (s)	Type: Proposed Feasibility Study, Proposed Modification, and Feasibility Report	Purpose	Benefits	Local Support Y/N	Letter (s) of Support Received? Y/N	* If the Proposal qualifies for the Appendix, specify which criteria(s) the proposal did not meet A-E (see paragraph 3 in 7001 Implementation Guidance)	Explanation of why it is in the Appendix
DE	Mispillion Complex Project	Delaware Dept. of Natural Resources and Environmental Control	Proposed Modification	To provide a system-wide approach to reduce the threat of breaching and stabilize the estuarine barrier, Conch Bar, located north of and immediately adjacent to the existing Mispillion Inlet jetty structure.	Protection of human life and property; improvements to transportation, the national economy, the environment, and US national security interests.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 2116 of the Flood Control Act of 1970
FL	Billy's Creek	City of Fort Myers	Proposed Modification	Creek restoration modification project at Billy's Creek (SAI-2013-02256 (LOP-MMB)) which is a Section 404 waterway.	restore the creek to a healthier condition, the cross-sectional area will be increased, the invert elevation will be decreased RESULTING IN A more uniform and static channelization of the creek, thereby minimizing the potential of the creek to meander	Y	Y	B, C	Existing Authorization: Continuing Authorities Program Section 206 (WRDA 1996)
FL	Caloosahatchee Seawall	City of Fort Myers	Proposed Feasibility Study	Study to consider repair/replacement seawalls to reduce coastal storm damage within the City of Fort Myers road right-of-ways abutting the Caloosahatchee River	Attenuate wave action on adjacent landforms and minimization of coastal erosion associated with the wave actions.	Y	Y	B, C	Existing Authorization: Continuing Authorities Program Section 14 or Section103
FL	Ft. Pierce, FL Shore Protection Project	St. Lucie County; State of Florida	Proposed Modification	Provide opportunities for benefit cost savings and improve effectiveness of the federally authorized Ft. Pierce Shore Protection Project	Mitigation of continued shoreline erosion; storm damage reduction/protection; provides critical environmental habitat for local species; economic benefits	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 2116 of the Flood Control Act of 1970
FL	Lake Okeechobee-Everglades Ecosystem Protection Project	Okeechobee Utility Authority	Proposed Feasibility Study	TO provide for the removal of approximately 1,600 septic tanks and associated drain fields and several small wastewater package treatment plants which impact both environmental and aquatic ecosystems	Water quality improvements; ecosystem restoration	Y	Y	A	Water quality is not a Corps mission
FL	Okaloosa County Shore Protection Project	Okaloosa County; State of Florida; City of Destin	Proposed Feasibility Study	hurricane and storm damage reduction, identify opportunities for environmental restoration and protection, and develop an economically justified shore protection project for the Gulf of Mexico shoreline in Okaloosa County	Reduce storm damage potential on infrastructure; provide critical habitat; recreation	Y	Y	B, C	Existing Authorization: House Resolution 275-8 adopted June 28, 2006
FL	Pinecrest's Comprehensive Waterline Extension Project	Village of Pinecrest	Proposed Feasibility Study	Water Supply; water quality; lack of fire protection via hydrants	Improved and sustainable water quality and access to residents;	Y	Y	A	Environmental Infrastructure is not a primary Corps mission

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FL	Restoration of Water Quality in the Impaired Waters of Charlotte Harbor project	Charlotte County Board of County Commissioners	Proposed Modification	To amend the WRDA 2007 Section 5158 authorized water supply infrastructure to add waste water infrastructure, which would restore and protect the natural resources, ecosystems, fisheries, marine and wildlife habitats, beaches and coastal wetlands of the Gulf Coast ecosystem	Habitat Restoration; Water quality improvements; stewardship of the environment	Y	Y	A	Environmental Infrastructure is not a primary Corps mission. Existing Authorization: Section 219
IA	Des Moines and Raccoon Rivers General Reevaluation	City of Des Moines	Proposed Modification	Evaluate the impacts of the increased flood risk identified in the USACE's 2010 Des Moines River Regulated Flow Frequency Study; Evaluate a variety of structural and non-structural flood risk management measures to increase their level of protection.	Protect human life and property; improve transportation, the national economy and the environment; protect national security interests of the US.	Y	Y	B, C	Existing Authorization: Section 216 FCA 1970. WRDA 2007. PL 110-114 [HR 1495]. Section 1001(21) on 11/8/2007 "Des Moines and Raccoon Rivers, Des Moines, Iowa"
IA	Des Moines Reservoir Regulation of Red Rock Dam - Saylorsville	City of Des Moines	Proposed Modification	Provide additional storage to supplement the flood control capacity of the Lake Red Rock downstream, and to help reduce flood crests on the Des Moines and Mississippi River.	Protect human life and property; improve transportation, the national economy and the environment; protect national security interests of the US.	Y	Y	B, C	Existing Authorization: Flood Control Act 1938; PL75-761
IA	Dubuque Interior Drainage Study	City of Dubuque, IA	Proposed Modification	To ensure the viability and stability of the system that was designed 50 years ago will continue to provide flood protection and prevent flood damage by improving drainage at the project site.	Flood protection. The project is estimated to prevent approximately \$28.9 million flood damages per year.	Y	Y	B, C	Existing Authorization: The Study would be a new start under the original authority by the Committee on Flood Control of the House of Representatives adopted 18 September 1944, and by the Committee on Public Works of the House of Representatives adopted October 19, 1967, and Section 216 of the 1970 Flood Control Act.
IA	Dubuque Local Flood Protection Proj. Modifications	City of Dubuque, IA	Proposed Modification	To ensure the viability and stability of the system that was designed 50 years ago will continue to provide flood protection and prevent flood damage by studying potential necessary improvements at the project site.	Flood protection. The project is estimated to prevent approximately \$28.9 million flood damages per year.	Y	Y	B, C	Existing Authorization: The Study would be a new start under the original authority by the Committee on Flood Control of the House of Representatives adopted 18 September 1944, and by the Committee on Public Works of the House of Representatives adopted October 19, 1967, and Section 216 of the 1970 Flood Control Act.
IA	Lake Peosta Recreational Channel Study	City of Dubuque, IA	Proposed Feasibility Study	Create a stable and calm water environment and reestablish native habitat for fishing, boating, swimming and other outdoor recreational activities by designing the western edge of the island and the Peosta Channel to become a water-based environmental habitat restoration and recreation area.	Improve accessibility and availability of walking and biking trails and other recreational benefits on Lake Peosta and the Mississippi River in the project area.	Y	Y	B, C	Existing Authorization: Continuing Authorities Program Section 206

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IL	Greater Peoria Sanitary District	The Greater Peoria Sanitary and Sewage Disposal District, an Illinois Municipal Corporation	Proposed Feasibility Study	FRM - design and construction of a levee improvement to meet the certification requirements of FEMA for the base flood.	Prevent untreated sewage from being discharged to the Illinois River and the economic loss to the sponsor.	NA	N	B, C	Existing Authorization: Continuing Authorities program Section 205.
IL	Hunt-Lima Drainage and Levee District - Modification Proj	Hunt-Lima Drainage and Levee District	Proposed Modification	Improve the existing levee from an approximately 50-year design to a 100-year design, which would include adequate freeboard to attain FEMA certification, plus additional consideration due to uncertainties in climate change. This suggested improvement is based upon more recent data and methodologies than were available during the original levee improvement (pre-1950s data/methods were used previously)	The proposed project would protect the population, and would provide additional protection for both human health and the economies beyond the existing estimated annual damages prevented of approximately \$4.6 million.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
IL	Indian Grave Drainage District Levee - Modification Proj	Indian Grave Drainage District	Proposed Modification	Improve the existing levee from an approximately 50-year design to a 100-year design, which would include adequate freeboard to attain FEMA certification, plus additional consideration due to uncertainties in climate change. This suggested improvement is based upon more recent data and methodologies than were available during the original levee improvement (pre-1950s data/methods were used previously)	The proposed modified project would provide additional protection for human health and economies beyond the existing estimated annual damages prevented of approximately \$3.1 million.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
IL	Johnsburg Watershed Restoration Initiative	Village of Johnsburg	Proposed Feasibility Study	To provide an impartial and comprehensive review of significant environmental, habitat, flood protection and stream bank stabilization issues impacting local, regional and national interests.	Provide impartial technical watershed management "roadmap" for future; provide recommendations for improved drainage which will benefit wildlife, reduce flooding, and improve water quality.	Y	Y	B, C	Existing Authorization: Three study resolutions by the Committee on Public Work, House of Representatives; July 49, June 61 and April 74, as well as the Illinois River 519 Study Authority
IL	Sny Island Drainage District Levee - Modification Proj	Sny Island Drainage District	Proposed Modification	Improve the existing levee from an approximately 100-year design to a 100-year design, which would be sufficient to retain FEMA certification, plus additional consideration due to uncertainties in climate change. This suggested improvement is based upon more recent data and methodologies than were available during the original levee improvement (pre-1950s data/methods were used previously)	The proposed modified project would provide additional protection for human health, roadways, railways, and businesses beyond the existing estimated annual damages prevented of approximately \$32.6 million.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970

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IL	South Quincy Drainage District Levee - Modification Proj	South Quincy Drainage & Levee District	Proposed Modification	Improve the existing levee to reestablish an approximate 500-year design, which would meet all requirements to retain FEMA certification, plus additional consideration due to uncertainties in climate change. This suggested improvement is based upon more recent data and methodologies than were available during the original levee improvement (pre-1950s data/methods were used previously)	The proposed modified project would provide additional protection for human health, roadways, railways, and businesses beyond the existing estimated annual damages prevented of approximately \$86 million.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 2116 of the Flood Control Act of 1970
IN	Nashville, IN, Water Supply and FRM Study	Town of Nashville, IN	Proposed Feasibility Study	Determine the impacts of constructing a water source for the Town of Nashville by creating a lake and potable water production facility.	Increase customer's awareness and understanding of the project; Increase support of local economic interest groups and anti-development interest groups; Lessen the financial burden on Nashville Water Utility; Mitigate further cost of living increases.	Y	Y	B, C	Existing Authorization: General Study Authority for water resources in the Wabash River Basin
KS and MO	Phase 1 Kansas City Levees Project - Mod	City of Kansas City, MO; Kaw Valley Drainage District of Wyandotte County, KS; Fairfax Drainage District of Wyandotte County, KS; North Kansas City Levee District of Clay County, MO.	Proposed Modification	Flood protection. (Requesting modification to the authorized total project cost to \$516,000,000 fully funded and adding Phase 2 Levee Units of the Armourdale and Central Industrial District, KS and MO to the authorized project per the recommendations of the pending Chief's Report).	Provide reliable flood protection with recommended improvements, which are estimated to produce annual benefits of more than \$30,000,000 and have a combined benefit-cost ratio of 5.4:1 (the second highest of listed projects in the President's 2015 Budget Report).	Y	Y	B, C	Existing Authorization: Authorization exists to ascertain a cost increase above the current authorization a PACR would have the be completed. If the PACR showed need for re-authorization then the request/report would be forwarded to congress
LA	Baptiste Collette Deepening Study	Louisiana Dept. of Transportation and Development; Plaquemines Parish Government	Proposed Feasibility Study	To evaluate the economic justification of deepening the Baptiste Collette waterway to a depth of 22 feet.	Transportation cost savings are expected for mid-sized vessels by providing shorter access to the eastern Gulf of Mexico in lieu of transiting via Southwest Pass; Also improved safety for mid-sized vessels who currently share the Mississippi River Ship Channel.	Y	Y	B, C	Existing Authorization: The River and Harbor Act of 1968 provided for enlargement (to 14' deep x 150' wide) and maintenance of the existing channel as one of the additional navigation outlets from the Mississippi River in the vicinity of Venice

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LA	Comite River Diversion Project. Modifications to PCA	Louisiana Dept. of Transportation and Development; Amite River Basin Commission; East Baton Rouge Parish	Proposed Modification	Eliminate the Brooks Lake Closure project feature, allow NFS to perform work-in-kind, and change the Federal/Non-Federal funding ratio from 75/25% to 65/35%. These modifications will reduce costs, manage the project schedule more efficiently, expedite the work by the NFS, and place the project in a more favorable funding position.	The proposed modifications will have no impact on the efficacy of the project, but they are expected to reduce costs, manage the project schedule more efficiently, expedite the work by the NFS, and place the project in a more favorable funding position.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 2116 of the Flood Control Act of 1970
LA	Houma Navigation Canal Deepening	Louisiana Dept. of Transportation and Development; Terrebonne Port Commission	Proposed Feasibility Study	Evaluate the economic justifications for deepening the Houma Navigation Canal from the currently authorized depth of 15 feet to an increased, necessary depth of 20 feet.	Transportation cost savings are expected (the offshore oil and gas industry's deepwater offshore rigs bring supply vessels that require a deeper draft).	Y	Y	B, C	Existing Authorization: The River and Harbor Act of 1962, section 5 of the River and Harbor Act of 1915, authority was granted on 23 Aug 1973 to increase the HNC project dimension to 18' deep x 300' wide between mile 0 and the 18 foot contour of the Gulf of Mexico
LA	Mississippi River Ship Channel, Gulf to Baton Rouge, LA	Louisiana Dept. of Transportation and Development	Proposed Modification	To implement the third phase of the Mississippi River Ship Channel, which authorizes a -55 ft channel. It must be confirmed that the project is still economically justified and verified that going to -50 ft is incrementally justified.	The ability for deeper draft traffic along the Mississippi River will be of significant value to the US economy by providing transportation cost saving.	Y	Y	B, C	Existing Authorization: Authorized by the 2nd Supplemental Appropriations Act of 1985, WRDA 1986 and WRDA 1988, and the E&WD Appropriations Act of 1993.
LA	Quachita-Black Rivers Navigation Program - Nav Improv	Louisiana Department of Transportation and Development and Archie Terminal Company LLC (ATC)	Proposed Modification	Dredge the lower 14,000 feet of Little River where it empties into the Black River	Improvement to transportation	Y	Y	A	Corps does not perform work for a Single User
LA	Port of Iberia, Acadiana Gulf of Mexico Access Channel (AGMAC) Re-evaluation	Louisiana Dept. of Transportation and Development; Port of Iberia	Proposed Modification	Project was authorized in WRDA 2007 but was suspended in 2010 because the project was re-evaluated by the District and was determined to be not economically justified. With new 2014 WRRDA authorizing language, the purpose of this "limited" proposed study effort is to now identify a dredging and disposal plan to deepen the channels that is economically justified (within the Section 902 limit).	By increasing the depth of the access channel, the fabricators of topsides for the Offshore Oil and Gas Industry can assemble individual components into larger sections and float them out to the Gulf of Mexico. Another expected benefit is the reduced likelihood of topside fabrication from going overseas.	Y	Y	B, C	Existing Authorization: Port of Iberia, Louisiana authorized in Water Resources Development Act of 2007 (P.L. 110-114), Section 1001(25). The project was authorized at a total cost of \$131,250,000. 2007, WRDA, WRRDA 2014 rescinded WRDA 2007 authorizing language that directed the use of spoil material for incidental storm surge protection..
LA	Schneider Canal Levee Alignment project (SELA Storm Water project)	St. Tammany Parish Government	Proposed Modification	Revise the Project Management Plan to reduce the number of alternatives to be considered, and investigate alternative alignments of the proposed levee to better fit with their related projects in the area	Will provide the opportunity to fund the study as funding is not available to be utilized for use in St. Tammany Parish at this time	Y	N	B, C	Existing Authorization: WRDA 96 533(d)

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LA	St. Tammany Parish Government Comprehensive Water Quality Project	St. Tammany Parish Government	Proposed Feasibility Study	Water Quality	Reduce peak charges along the waterways	Y	N	A	Water quality is not a Corps mission
LA	W-14 SELA Storm Water Project)	St. Tammany Parish Government	Proposed Modification	Requests the removal of the Robert Boulevard Detention Pond portion of the project	FRM economic benefits and added protection to human lives; environmental benefits	Y	N	B, C	Existing Authorization: WRDA 96 533(d)
MI	North Branch Ecorse Creek Flood Control Proj.	Wayne County, MI	Proposed Modification	Update project to current conditions and costs - needed due to significant demographic changes and development within the drainage district and increased flooding events.	Total project NED benefit estimate of \$12.8 million (\$12,504,000 flood damage reduction benefits, \$191,900 vehicle user cost reductions, and \$164,300 reductions in wastewater treatment costs). Also, significant positive economic impacts for Wayne County and the State of Michigan.	Y	Y	B, C	Existing Authorization: Section 102 of the RHA 1966 (PL 89-789)
MO	Blue River Basin (Dodson Industrial District) FRM Proj)	City of Kansas City	Proposed Modification	Flood protection. (Requesting modification to the authorized total project cost to \$47,000,000 fully funded in order to complete the authorized project).	Protection of human life and property; improved transportation (safe access to the surrounding major commercial and industrial centers, and connecting highways that are frequently blocked without the project)	Y	Y	B, C	Existing Authorization: Study authorization exists to ascertain a cost increase above the current authorization a PACR would have the be completed, if the PACR showed need for re-authorization then the request/report would be forwarded to congress
MO	Des Moines and Mississippi Levee District No. 1 Levee System Improvement Proj)	Des Moines and Mississippi Levee District No. 1	Proposed Modification	Improve the levee district's levee system by updating the protection provided to flood events based on more recent data (the original levee improvement was based upon pre-1950a methodologies and datasets).	The proposed modified project would provide significant human health and economic benefits associated with the existing project, which would improve upon the existing estimated annual damages prevented of approximately \$2.6 million.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970

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MO	Fabius River Drainage District Levee - Modification Proj	Fabius River Drainage District	Proposed Modification	Improve the existing levee from an approximately 100-year design to a 500-year design, which would be sufficient to meet all requirements and retain FEMA certification, plus additional consideration due to uncertainties in climate change. This suggested improvement is based upon more recent data and methodologies than were available during the original levee improvement (pre-1950s data/methods were used previously)	The proposed modified project would provide significant human health and economic benefits associated with the existing project, which would improve upon the existing estimated annual damages prevented of approximately \$1.4 million.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
MO	Gregory Drainage District Levee - Modification Proj	Gregory Drainage District	Proposed Modification	Improve the existing levee from an approximately 50-year design to a 100-year design, which would include adequate freeboard to attain FEMA certification, plus additional consideration due to uncertainties in climate change. This suggested improvement is based upon more recent data and methodologies than were available during the original levee improvement (pre-1950s data/methods were used previously)	The proposed modified project would provide additional protection for human health, roadway, railways, and business beyond the existing estimated annual damages prevented of approximately \$630,000.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
MO	Marion County Drainage District Levee - Modification Proj	Marion County Drainage District	Proposed Modification	Improve the existing levee from an approximately 50-year design to a 200-year design, which would include adequate freeboard and would be sufficient to meet FEMA certification requirements, plus additional consideration due to uncertainties in climate change. This suggested improvement is based upon more recent data and methodologies than were available during the original levee improvement (pre-1950s data/methods were used previously)	The proposed modified project would provide additional protection for community infrastructure, human health and landowner investments beyond the existing estimated annual damages prevented of approximately \$650,000.	0	N	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
MO	South River Drainage District Levee - Modification Proj	South River Drainage District	Proposed Modification	Improve the existing levee from an approximately 50-year design to a 100-year design, which would include the adequate freeboard to attain FEMA certification, plus additional consideration due to uncertainties in climate change. This suggested improvement is based upon more recent data and methodologies than were available during the original levee improvement (pre-1950s data/methods were used previously)	The proposed modified project would provide additional protection for human health, roadways, railways, and agricultural property beyond the existing estimated annual damages prevented of approximately \$1.6 million.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
MO	Swope Park Industrial Area FRM Mod	City of Kansas City, MO	Proposed Modification	Flood protection. (Requesting modification to the authorized total project cost to \$32,029,000 fully funded in order to complete the authorized project).	Flooding relief and safe ingress/egress; local economic benefits	Y	Y	B, C	Existing Authorization: Study authorization exists to ascertain a cost increase above the current authorization a PACR would have the be completed. If the PACR showed need for re-authorization then the request/report would be forwarded to congress

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MO	Upper Mississippi, River Comprehensive Plan - Modification	Upper Mississippi, Illinois & Missouri Rivers Association (UMIMBA)	Proposed Modification	To implement a systemic approach that reduces cumulative flood risk costs and annual flood damages, while simultaneously providing long term improvements to other system values and uses (ecological, economic, recreation, transportation, etc.).	Significant regional economic benefits, other social effects benefits for public health and safety and displacement, and flood risk reduction.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 2116 of the Flood Control Act of 1970
MO and KS	Turkey Creek Basin FRM Mod	City of Kansas City, MO; the Unified Government of Wyandotte County; Kansas City, KS	Proposed Modification	Flood protection. (Requesting modification to the authorized total project cost to \$145,300,000 fully funded in order to complete the authorized project).	More than \$5 million in annual benefits will be achieved through channel widening, levee construction, tunnel modifications and hillside interceptors.	Y	Y	B, C	Existing Authorization: Study authorization exists to ascertain a cost increase above the current authorization a PACR would have the be completed. If the PACR showed need for re-authorization then the request/report would be forwarded to congress
MT	Seeley Lake Wastewater Improvements Project Mod	Seeley Lake-Missoula County Sewer District; Missoula County Board of Commissioners; State of Montana, Dept. of Commerce; State of Montana, Dept. of Natural Resources and Conservation; State of Montana, Dept. of Environmental Quality; Seeley Lake Community Foundation	Proposed Modification	To construct the centralized wastewaters collection and treatment system for the community of Seeley Lake; and to significantly reduce septic use and subsequent influence and impairment to ground and surface waters.	Local economic benefits from recreation and healthy environment; reduction in public and environmental health risks.	Y	Y	A, B, C	Environmental Infrastructure is not a primary Corps mission. Existing Authorization: Section 595
NC	Carolina Beach - Coastal Storm Damage Reduction Project	The Town of Carolina Beach	Proposed Modification	To utilize the principles of "Smart Planning" to evaluate what is needed to assess continued federal participation	Maintaining the coastal infrastructure to improve community resiliency and safety, as well as the natural coastal ecosystems and species	Y	Y	B, C	Existing Authorization: 1037 of WRRDA 2014 provides for the 15 year extension in Federal participation with the Secretary's approval. No further design changes are being proposed.
NM	Southern Sandoval County Arroyo Flood Control Authority Feasibility Study	Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA)	Proposed Feasibility Study	Flood damage reduction; community and road safety	Benefits of "green infrastructure"; protection of human life and property; protection of a federal highway corridor and a large regional gas network	Y	N	B, C	Existing Authorization: Flood Control Act of 1941 (P.L. 77-228), Sec. 4.

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NM	Tohajiilee Waterline Feas Study	The Navajo Nation - Tohajiilee Chapter, the State of New Mexico	Proposed Feasibility Study	To provide sustainable water supply diverted from the San Juan River for Navajo Nation residents. The key short-term components are major improvements to wells, storage and water treatment.	Economic development, reduction in water hauling costs, improvement of public health and safety; the provision of clean, safe drinking water.	Y	Y	A	Water supply and improvements to wells, storage and treatment are not a Corps mission
NY	Cattaraugus Creek Nav Proj	Chautauqua County	Proposed Feasibility Study	Examine the option of dredging the proposed project area in order to mitigate for existing problems caused by accumulated sediment and debris.	Reduce risks to public health and safety and property loss related to flooding and ice jams.	Y	Y	B, C	Existing Authorization: River & Harbor Act of 1968
NY	Cayuga Inlet Navigation Proj - Feasibility Study	City of Ithaca, NY	Proposed Feasibility Study	To restore impaired navigational use and flood protection.	Protection of human life and property; Improvement of navigation and recreational opportunities; and positive local economic benefits through flood protection, property tax revenues, and tourism spending.	Y	Y	NA	Need More Data
NY	Chautauqua Lake EcoRestoration/FRM Study	Chautauqua County	Proposed Feasibility Study	Assess twelve subwatershed in Chautauqua Lake watershed in order to identify measures that will effectively reduce the sediment and nutrients that are negatively impacting Chautauqua Lake.	Improve drinking water quality and reduce the risk of flooding, harmful algal blooms and hazards to recreational boaters.	Y	Y	B, C	Existing Authorization: Continuing Authorities Program Section 206.
OH	Cincinnati Central Riverfront Park FRM and EcoRestoration Proj	City of Cincinnati, OH; Cincinnati Park Board; Hamilton County, OH; and other private donors/organizations	Proposed Modification	The modification will increase the existing Federal project from a 5 acre project initially authorized in 2007 to a 25 acre project.	Increased economic development and Visitation; Protection of human life and property through bank stabilization, flood mitigation, and erosion control.	Y	Y	A	Recreation is not a primary Corps mission
OH	Dayton International Airport Water Infrastructure Study	City of Dayton; James M. Cox; Dayton International Airport	Proposed Feasibility Study	Examine the overall state and cost estimate for the replacement and reconstruction to ensure the sustainability of the wastewater and storm water infrastructure at Dayton International Airport.	Net cost savings to the City of Dayton of nearly 50%; bolster transportation by ensuring DAY's infrastructure needs are met; reduce peak-flow demands to its current wastewater treatment provider; and eliminate the possibility of future wastewater runoff into the Great Miami River Watershed	Y	Y	A	Water quality is not a Corps mission

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State	Name of Proposal	Sponsor (s)	Type: Proposed Feasibility Study, Proposed Modification, and Feasibility Report	Purpose	Benefits	Local Support Y/N	Letter (s) of Support Received? Y/N	* If the Proposal qualifies for the Appendix, specify which criteria(s) the proposal did not meet A-E (see paragraph 3 in 7001 Implementation Guidance)	Explanation of why it is in the Appendix
OK	Tulsa and West Tulsa Local Levee Protection Project	Levee District #12 OK	Proposed Modification	Flood Risk Management - Bring 20 miles of levee system up to safety standards	Flood protection of two major petroleum refineries, both of which provide gasoline to a large portion of the mid-continental US, and of established residential areas (public health and safety); Improved economic, environmental, and social wellbeing.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
OR	Columbia Corridor Consolidated Levee System	Multnomah County Drainage District No. 1	Proposed Feasibility Study	To determine the appropriate level of authorization for the consolidated levee system in the Columbia Corridor. To re-evaluate the existing level of authorization as the value of the properties and economic development opportunities within the levee system have changes over the past few decades and in light of the potential impacts of consolidation, climate change and the Columbia River Treaty.	Protection of human life and property; maintain critical navigation routes and transportation; restore ecosystems; and improve national security.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
PA	Delaware River Basin Water Storage Optimization Study	Delaware River Basin Commission (DRBC)	Proposed Feasibility Study	To evaluate and optimize the use of USACE reservoirs - Beltzville, Blue Marsh, and F.E. Walter - for multiple objectives.	Optimization has the potential to improve aquatic habitats; allow flexibility in basin flow management; repel salinity for the protection of industry and municipal water supplies, and improve the basin's resiliency to drought risk.	Y	Y	B, C	Existing Authorization: On July 20, 2005 the United States Senate Committee on Environment and Public Works requested that the Secretary of the Army review the report of the Chief of Engineers on the Delaware River and its tributaries, Pennsylvania, New Jersey, and New York, published as House Document 179, Seventy Third Congress, Second Session
PA	Francis E. Walter Dam - Feas. Study	"To be determined"	Proposed Modification	To evaluate the potential for implementation of the full reconstruction option (which includes the installation of a multi-port tower, raising the dam breast, increases of whitewater releases, and other modifications) identified in the Lehigh River Recreational Enhancement Study (a privately completed study).	Expected to directly benefit water-based recreations and enhance aquatic populations.	Y	N	A, B, C	Recreation is not a primary Corps mission. Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
PA	Johnstown Recreation Proj	City of Johnstown, PA	Proposed Feasibility Study	Recreation in the context of flood control efforts	Increase economic benefit by up to 25%.	Y	Y	B, C	Existing Authorization: Section 216 review of completed projects based on changed physical and economic conditions, or the Continuing Authorities Program.

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PA	Stonycreek and Little Conemaugh Rivers AER Proj	City of Johnstown, PA	Proposed Feasibility Study	Aquatic ecosystem restoration, with a secondary purpose of water recreation.	Reduce major ecosystem challenges on the project's rivers associated with substantial pollutant loads; improve water quality; support productive use of riparian lands.	Y	Y	B, C	Existing Authorization: The feasibility study could be conducted as a Section 216 review of completed projects based on changed physical and economic conditions, or through the Continuing Authorities Program.
PA	Stonycreek and Little Conemaugh Rivers FRM Proj	City of Johnstown, PA	Proposed Feasibility Study	Flood damage prevention, with a secondary purpose of water recreation.	Reduce property damage, potential threats to human life, and insurance costs; Also, determine the feasibility of opening project rivers to enhance boating and riparian recreational access (hoping to stimulate economy).	Y	Y	B, C	Existing Authorization: The feasibility study could be conducted as a Section 216 review of completed projects based on changed physical and economic conditions.
PA	Tioga-Hammond Lake AER Modification	Susquehanna River Basin Commission	Proposed Modification	To improve the quality of aquatic habitat and the environment, both in-lake and in the downstream ecosystem.	Local economic benefits from increased recreational opportunities; environmental benefits from water quality treatment, recreational and aquatic habitat enhancements, and low flow management releases; benefits to downstream water users, which have implications to public health and safety and economic development.	"Anticipated"	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
SC	Lakes Marion and Moultrie, SC Project (Lakes Marion Regional Water Authority [LMRWAI])	Lake Marion Regional Water Authority; Town of Santee	Proposed Modification	To increase the authorized cost of the Lakes Marion and Moultrie, South Carolina, Section 219 Environmental Infrastructure project (LMRWA multi-county water treatment and distribution system project) to allow construction of the project to its fully-intended phasing.	Protection of human life and property; transportation improvements; benefits to the national economy; environment and national security interests of the US	Y	Y	A	Environmental Infrastructure is not a primary Corps mission. Existing Authorization: Section 219.
TX	Brackish Groundwater Desalinization Project	San Antonio Water System (SAWS)	Proposed Feasibility Study	To construct a Brackish Groundwater Desalination plant to treat brackish water from a formation known as the Wilcox Aquifer. Brackish water is made fit for public consumption through extensive treatment, and will diversify San Antonio water supplies away from the environmentally sensitive Edwards Aquifer and improve the city's ability to care for the ecologically sensitive habitats that are fed by the Aquifer.	ENR; Increase ability to provide reliable water source	Y	Y	A	Water supply is not a primary Corps mission

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TX	Brazos Island Harbor Channel Improvement Project	Port of Brownsville	Feasibility Report	Navigation	Increase the navigational efficiency of deep draft vessels, and increase the accommodation of offshore rigs for maintenance, repair, and fabrication of new rigs	Y	Y	NA	Requirement for inclusion is for the Chief's Report to be cleared by the Administration
TX	Central City, Fort Worth, Texas	Tarrant Regional Water District	Proposed Modification	Management/Environmental/Recreation	Life and property safety/economic	Y	Y	B, C	Existing Authorization: River and Harbor Act of 1965, Public Law 89-298, as amended, was modified by Section 116 of the Energy and Water Development Appropriations Act, 2005, Division C of Public Law 108-447
TX	Deepen to 52 ft. MLT and widen the La Quinta Channel (including the two turning basins and the wye at La Quinta junction)	Port of Corpus Christi Authority	Proposed Feasibility Study	To develop and evaluate alternatives for NAV problems that directly affect the Corpus Christi Ship Channel and La Quinta Channel, and to allow for a more effective, safe and efficient waterway.	Transportation cost savings; sustain/increase existing workforce; net positive environmental, social, and security benefits	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
TX	Feasibility Study for Brackish Groundwater Augmentation for the Mouth of the Colorado Project	Lower Colorado River Authority	Proposed Feasibility Study	To pursue brackish groundwater augmentation. The Lower Colorado has been experiencing extreme drought since 2008. As a result, LCRA cut off Highland Lakes water to most downstream interruptible water customers in 2012, 2013, and 2014	This project would complement the USACE Mouth of the Colorado Project in improving the health, productivity, and economic fisheries of Matagorda Bay in Matagorda County, Texas.	Y	Y	A	Water supply is not a primary Corps mission
TX	Improvements to increase the size of the Corpus Christi Ship Channel Chemical, Tule Lake and Viola turning basins and create new turning basin near the existing Corpus Christi turning basin.	Port of Corpus Christi Authority	Proposed Feasibility Study	To redress NAV problems that directly affects the CCSC system, and allow for a more effective, safe and efficient waterway.	Transportation cost savings; sustain/increase existing workforce; net positive environmental, social, and security benefits	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970

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TX	Legislative Changes related to Navigation	Port of Houston Authority of Harris County, TX	Proposed Modification	Renormalize cost-sharing provisions established by WRDA 1986 and WRRDA 2014	Better enables non-federal interests to pay for complimentary and necessary industrial and transportation infrastructure that remains the non-federal interest's responsibility	Y	Y	A	Legislative change, not a project or study proposal
TX	Leon Creek FRM Project	San Antonio River Authority (SARA); Port of San Antonio, City of San Antonio and Bexar County	Feasibility Report	FRM (To reduce risk of flood damages within the Leon Creek Watershed and reduce the risk to life, health, and welfare for the Leon Creek Watershed Residents, businesses, and national interests in San Antonio, TX).	The project is intended to prevent additional damages from flooding at Port San Antonio, including damage to property, equipment and disruption to maintenance work at the Test Cell Facility, a national security resource related to test repairs to engines for military aircraft.	Y	Y	NA	Requirement for inclusion is for the Chief's Report to be cleared by the Administration

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TX	Proposal for authorization of Improvements of federally-maintained channels, Houston Ship Channel System	Port of Houston Authority of Harris County, TX	Proposed Modification	Facilitate management and future planning activities for tributary channels of the Houston Ship Channel	Enables the USACE to better operate, budget, and otherwise manage the projects; Facilitates future planning activities for channel improvements; and facilitate reduced administration, improved management of placement areas, and generally lower operating costs. There are no initial construction costs associated with this proposal as the Port of Houston Authority has already constructed the improvements to the channels. The proposal is to authorize the assumption of maintenance by the ASA(CW) under the O&M line item for the Houston Ship Channel (HSC). We did not include O&M costs as we did not see an increase in the annual O&M appropriations for the HSC as Bayport and Barbour have already been approved under sec 204, and the Jacintoport is authorized with a report approving assumption of maintenance coming to HQ shortly under the authority of sec 5001 of WRDA 2007.	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970
TX	Proposal for Authorization to Correct Navigation Safety Deficiencies in the Bayport Ship Channel and Houston Ship Channel	Port of Houston Authority of Harris County, TX	Proposed Modification	Improve navigation safety to an acceptable level at the Houston Ship Channel in the vicinity of the Bayport Ship Channel and to the entrance of the Bayport Channel	Relieve the serious navigation safety issues that currently exist, and subsequently will increase the Nation's economic efficiencies with less channel shutdowns	Y	Y	B, C	Existing Authorization: Public Law 91-611; Title II - Flood Control Act of 1970, Section 216 dated December 31, 1970

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TX	Proposal for authorization to Operate Houston-Galveston Navigation Channels, TX and federally-maintained tributaries of the Houston Ship Channel, TX system at the studied Mean Low Tide equivalent depth	Port of Houston Authority of Harris County, TX	Proposed Modification	Facilitate operations and future planning activities for the Houston Ship Channel and its tributary channels	Facilitates and potentially streamlines future planning activities for channel improvements; Clarifies the Houston-Galveston Navigation Channel project depth in relation to the currently mandated datum. The proposal is to convert from MLLT to MLLW with no change in the maintained channel depth or O&M cost sharing. The conversion moves from 45 feet MLLT to 46.5 feet MLLW as an effective depth (change in reference). We already have concurrence from HOUACE that going to MLLW will not result in a change in cost share for O&M. We are still working with HOUACE on whether to convert to 46.0 feet MLLW or 46.5 feet MLLW. Going to 46.0 MLLW would result in a 0.5 foot reduction in current authorized depth. We did not include additional costs as we are already performing the maintenance dredging for these channels.	Y	Y	B, C	Existing Authorization: P.L. 101-303, sec 101(a)(30)
TX	Range Dam System TX	El Paso Water Utilities Public Service Board	Proposed Feasibility Study	Determine the need to update/upgrade the dam in order to assist in our efforts to provide flood protection	Protect human life and property, create jobs within local companies, allow the City to gain points with the Community Rating System of the NFIP	Y	Y	B, C	Existing Authorization: Authorized by either a study specific authorization or are authorized by Section 216 of the Flood Control Act of 1970

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TX	Study for Improvements of the Houston-Galveston Navigation Channel System	Port of Houston of Harris County, TX; additionally, the Port of Galveston (current project co-sponsor), and the Port of Texas City are likely to participate as additional non-federal sponsors.	Proposed Feasibility Study	To improve channel efficiencies, productivity, and for navigation safety improvements for this nationally significant port	Resolve current NAV safety deficiencies; lasting impacts to the national economy	Y	Y	B, C	Existing Authorization: Public Law 91-611; Title II - Flood Control Act of 1970, Section 216 dated December 31, 1970
WA	Point No Point Marsh Restoration and FRM Feas Study	Kitsap County, WA	Proposed Feasibility Study	To determine alternative approaches to restoration of freshwater and saltwater marsh habitats that include consideration of sea level rise, flood risk mitigation and protection of infrastructure; and to restore a more natural hydrologic and hydraulic regime that enhances connectivity, improves stormwater runoff attenuation and prepares the county and citizens for resiliency to sea level rise.	Increased recreation benefits, protection of human life and property, wetland and other environmental restoration	Y	Y	B, C	Existing Authorization: Continuing Authorities Program
WA	Silverdale Waterfront Environmental Restoration and Feasibility Project	Kitsap County, WA	Proposed Feasibility Study	To restore saltwater intertidal and nearshore habitats, supporting ecological processes and biological diversity, and a more natural hydrologic and hydraulic regime that returns estuarine intertidal connectivity, improves stormwater runoff attenuation and enhances shoreline resiliency to sea level rise and climate change.	Increased recreation benefits, protection of human life and property, decrease water pollution, and improvements to the national economy and national security.	Y	Y	B, C	Existing Authorization: Continuing Authorities Program
WI	Waukesha, WI, New Water Source Development Study	City of Waukesha Water Utility (a Wisconsin municipality)	Proposed Feasibility Study	To create a partnership with USACE to ensure that the city of Waukesha's project - to develop a long-term Great Lakes water supply with return flow that meets federal drinking water standards - will be implemented under USACE project standards.	Long-term protection of the health and welfare of human life; Provision of sustainable potable water to a regional center in danger of losing its raw water supply; And restoration and protection of an impaired environment.	Y	Y	A	Water supply is not a primary Corps mission

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APHIS

(The Animal and Plant Health Inspection Service)

TO BE DISCUSSED AT MEETING

Cyber Security

TO BE DISCUSSED AT MEETING

Truck Weight Limits

TO BE DISCUSSED AT MEETING

Miscellaneous



Port Canaveral

November 20, 2015

Port Citrus

The Honorable Bill Shuster
U.S. House of Representatives
2209 Rayburn House Office Building
Washington, DC 20515

The Honorable Peter A. DeFazio
U.S. House of Representatives
2134 Rayburn House Office Building
Washington, DC 20515

Port Everglades

Port of Fernandina

The Honorable Sam Graves
U.S. House of Representatives
1415 Longworth House Office Building
Washington, DC 20515

The Honorable Eleanor Holmes Norton
U.S. House of Representatives
2136 Rayburn House Office Building
Washington, DC 20515

Port of Fort Pierce

Re: Proposed increase in Customs and Border Protection (CBP) cruise passenger fees to fund highway programs

Port of Jacksonville

Dear Chairman Shuster, Ranking Member DeFazio, Subcommittee Chairman Graves, and Ranking Subcommittee Member Norton:

Port of Key West

We congratulate you on your efforts to pass this long-term transportation legislation. We know that this legislation will have a lasting overall positive impact on the economic development and job growth in our nation.

Port Manatee

PortMiami

We are concerned that an identified revenue source for this transportation legislation will be an increase and diversion of Customs and Border Protection (CBP) cruise line passenger fees. Florida is the cruise line capital of the world, and we already struggle with ensuring adequate customs personnel to provide for the efficient flow of passengers through our seaports. Just last month the U.S. Department of Agriculture enacted a \$1.75 fee on cruise passengers to help finance their inspection program across all 50 states. Adding *yet another* federal cruise passenger fee to help finance transportation infrastructure around the country is untenable and places an unnecessary financial burden on that industry and the state of Florida.

Port of Palm Beach

Port Panama City

Port of Pensacola

We applaud your efforts to create crucial long term transportation legislation for this nation. We request that any funding formula to finance this legislation not be placed on the back of Florida's vital tourism industry.

Port of St. Petersburg

Respectfully,

Port of Port St. Joe

A handwritten signature in blue ink that reads "Paul Anderson".

Paul Anderson, Chairman
Florida Ports Council
CEO Port Tampa Bay

A handwritten signature in black ink that reads "Doug Wheeler".

Doug Wheeler, President and CEO
Florida Ports Council

Port Tampa Bay

TAB 7
OTHER ISSUES



Welcome to the next generation of PIERS Enterprise!

Build Query

Click here to build a new query

Query Status & History

Click here to see your previous query status & history

Dashboards

Click here to see your analytical dashboards

Suggested Queries

[Dalibor Gogic Data - IHS Chemical](#)

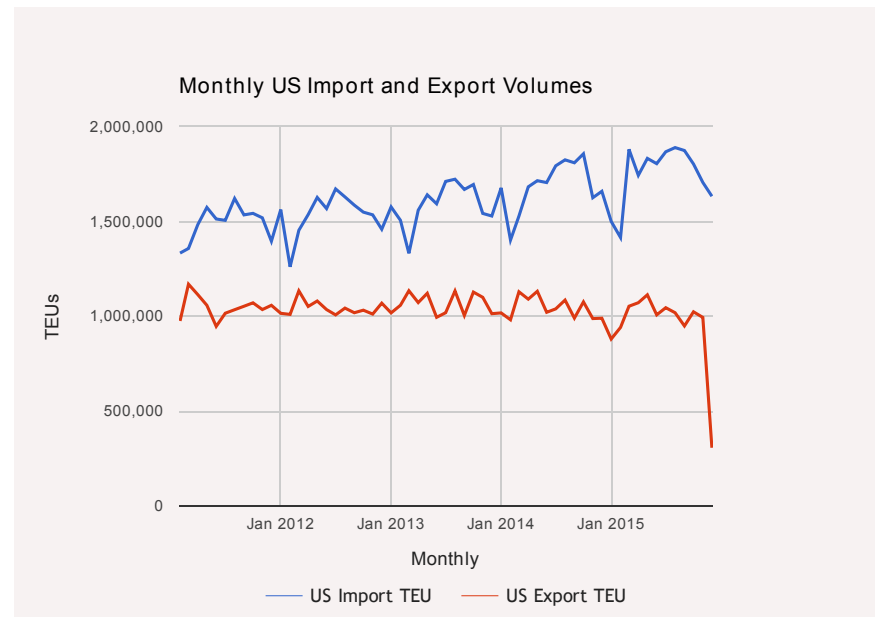
This is a report that was requested by Dalibor Gogic. Quentin sent an initial sample, I'm sending a wider data set as requested.

[Zinc Chloride](#)

Round 1 with commodity text zinc

System Status

Last data refresh completed on 1/15/2016 11:27:41 AM UTC



TAB 8
ADJOURNMENT



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