



FLORIDA PORTS COUNCIL

2023 Spring/Legislative Forum Meeting

March 21, 2023

Tallahassee – Hotel Indigo



Spring Board Meeting & Legislative Forum ITINERARY

Monday, March 20, 2023 –
Wednesday, March 22, 2023

Hotel Indigo
Tallahassee, Florida

Monday, March 20, 2023

4:00 p.m. – 7:00 p.m.	Florida Ports Council Open House	FPC Offices 502 E. Jefferson Street
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Tuesday, March 21, 2023 – Seaports Day at the Capitol

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



1:00 p.m. – 5:00 p.m.	FPC Board Meeting	Cypress Hotel Indigo
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6:00 p.m. – 7:30 p.m.	Legislative Reception Transportation Provided	Governors Club Florida Ballroom
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Reception Sponsored by:



7:30 p.m. – 9:30 p.m.	Dinner Transportation Provided	TBD
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Wednesday, March 22, 2023

8:00 a.m. – 9:00 a.m.	Port Director's Breakfast (Port Directors Only)	R&R Eatery Private Room Hotel Indigo
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8:00 a.m. – 9:00 a.m.	Breakfast – all others	Magnolia Hotel Indigo
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**Dress for all meetings is business attire*

For more information contact:
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Tab 1

Call to Order

Chairman's Welcome



2023 FPC SPRING/LEGISLATIVE FORUM BOARD MEETING

Tuesday, March 21st - 1:00 p.m.
Hotel Indigo Tallahassee

AGENDA

- 1. Call to Order and Chairman's Welcome**
- 2. Roll Call**
- 3. Port Director Opening Comments**
- 4. Governance and Membership**
- 5. Administration**
 - A. Approval of the Minutes: September 1, 2022 Annual Board Meeting
 - B. Budget Report -- FY 22/23 Financial Statements and Fiscal Year 2021/2022 Annual Audit
 - C. President's Comments
 - D. Program Administration
 - i. FSTED
 - ii. FPFC
 - iii. SEMC
 - iv. Security Committee
 - E. Other Issues
 - i. FPC Board Virtual Summer Meeting May/June 2023
 - ii. FPC/FSTED Annual Meeting August 2/3, 2023, in Ft. Lauderdale
- 6. Communications/Marketing Update**
- 7. Legislative**
 - A. State
 - i. 2023 Legislative Session
 - a. Budget/Port Funding/Transportation Package
 - b. Port-Related:
 - Drone Legislation
 - Deepwater Port Dredging
 - Marine Encroachment on Spaceflight

- c. Partner Issues
 - d. Environmental
 - ii. Miscellaneous
- B. Federal
 - i. Initiatives
 - a. Congressional LD Tour
 - b. FPC 2023 Washington DC Fly-In
 - ii. Issues:
 - a. Infrastructure Legislation/Funding
 - b. WRDA/HMTF/Port Investment
 - c. CBP
 - d. Chinese Crane Purchases
 - e. Miscellaneous

8. Partner Updates

American Association of Port Authorities (AAPA)
Associated Industries of Florida (AIF)
Coalition for Americas Gateways & Trade Corridors (CAGTC)
Enterprise Florida (EFI)
Florida Chamber of Commerce (FCC)
Florida Department of Economic Opportunity (DEO)
Florida Department of Environmental Protection (DEP)
Florida Department of Transportation (DOT)
Florida Ocean Alliance (FOA)

9. Other Issues

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

10. Adjournment

Tab 2

Roll Call



ROLL CALL

MEMBER:

DESIGNEE:

JOHN MURRAY, CANAVERAL

JONATHAN DANIELS, EVERGLADES

DAVID KAUFMAN, FERNANDINA

STAN PAYNE, FT. PIERCE

ERIC GREEN, JACKSONVILLE

STEVEN MCALEARNEY, KEY WEST

CARLOS BUQUERAS, MANATEE

HYDI WEBB, MIAMI

MICHAEL MEEKINS, PALM BEACH

ALEX KING, PANAMA CITY

CLARK MERRITT, PENSACOLA

SAM SULLIVAN, PUTNAM

GUERRY MAGIDSON, PORT ST. JOE

DAVID WIRTH, ST. PETERSBURG

PAUL ANDERSON, TAMPA

Tab 3

Port Director Opening Comments

To Be Discussed

Tab 4

Governance and Membership

To Be Discussed

Tab 5

Administration

Tab 5A

Approval of the Minutes

September 1, 2022 Annual Board Meeting



2022 Annual Florida Ports Council Board Meeting
Thursday, September 1, 2022, at 9:00 a.m. EST
Key West, Florida

MEETING MINUTES

1. **Call to Order and Chairman's Welcome:** Florida Ports Council Chairman and Port Director of Port Everglades, Jonathan Daniels, called the meeting to order at 9:05 a.m. EST.
2. **Roll Call:** Chairman Daniels recognized Mike Rubin, President & CEO of the Florida Ports Council, to call roll. The members present were as follows and a quorum was confirmed:
 - Mike Poole of behalf of Captain John Murray, Port Canaveral
 - Jonathan Daniels, Port Everglades
 - David Kaufman, Port of Fernandina
 - Stan Payne, Port of Ft. Pierce
 - Eric Green, JAXPORT
 - Steven McAlearney, Port of Key West
 - Dan FitzPatrick on behalf of Carlos Buqueras, SeaPort Manatee
 - Hydi Webb, PortMiami
 - Manuel Almira, Port of Palm Beach
 - Alex King, Port Panama City
 - Clark Merritt, Port of Pensacola
 - David Wirth, Port of St. Petersburg
 - Paul Anderson, Port Tampa Bay
3. **Board of Directors Nominations/Election:** Chairman Daniels recognized the current Florida Ports Councils officers that include Jonathan Daniels as Chairman, Carlos Buqueras as Vice Chairman, and David Wirth as Secretary/Treasurer. Chairman Daniels then opened the floor for the 2023 nominations. A motion was made by Carlos Buqueras to renew the existing slate of officers for another year, seconded by Alex King, and passed unanimously.
4. **Port Director Opening Comments:** Individual ports provided their overview.

Port of Key West – Port Director, Steven McAlearney, provided comments for the Port of Key West. McAlearney thanked the board for hosting the meeting in Key West. McAlearney detailed that the port has three deep-water piers including Mallory Square which is privately owned, another privately owned pier, and a Navy pier. They expect 400,000 tourists from Pier Bravo this year, which is about 3-4 cruise ships a week in the low season and 6-7 ships a week in the high season.

JAXPORT – Port Director, Eric Green, provided comments for JAXPORT. JAXPORT has a draft that they are beginning to look into acquiring different services to undertake their rehabs and rebuild roughly \$50 million over that, as well as in the process of negotiating a new warehouse for one of their existing tenants. Green advised that that design and engineering, as of next year, will include an additional \$100,000 shortage area.

Port Panama City – Port Director, Alex King, provided comments for Port Panama City. One thing to note is that West Rock Border Support closed. At first, Panama City was worried about filling the cargo gap, before moving 40 to 50,000 tons, but when the new East terminal opened, other shippers decided to take advantage of it. In turn, it was the great relationship building that has gotten more tenants. Additionally, Panama City is close to closing on an additional 27 acres to expand in their second phase of their master plan. Also, their intermodal distribution center will be completed in February, which will create an additional five acres to attract more industry partners. FedEx recently purchased 33 acres. Also, Panama City has added nine full time employees over the year.

PortMiami – Port Director, Hydi Webb, provided comments for PortMiami. Webb detailed that a lot of exciting things are happening at PortMiami including selling at about 85% occupancy across the board for cruises (due to the COVID years), rail has increased at about 5%, and they are focusing on new cruise terminals. Webb mentioned the new building of roads, new bulkheads, new infrastructure, and a new flyover to help with our traffic congestion. Also, Webb detailed that they soon will be all shore power ready. Webb said the port is getting their first LNG vessel this year.

SeaPort Manatee – Daniel FitzPatrick, Director of Planning & Project Development, provided the comments for SeaPort Manatee. FitzPatrick said that SeaPort Manatee continues to see exponential growth and has been a lot busier within the last three years. Their plan is to rehab older berths to be ready for the Inner Harbor Vessels service over the next 15 years. FitzPatrick mentioned that they are in the process of finishing their master plan update and taking an evolutionary approach, rather than a revolutionary approach. Also, the port is doing a container yard build, slowly moving eastward with a grant application into USDOT to help finish. Another grant application they have put out will help with the electrification of two new cranes. Lastly, the port is taking a look at how we can make it easier on the truck driving community in South Florida.

Port of St. Petersburg – Port Director, David Wirth, provided comments for Port of St. Petersburg (St. Pete). Port of St. Pete recently closed on a lease for their largest building on the Port, the Maritime Defense Intelligence and Technology Hub, which has added several tenants. Port of St. Pete has also seen administrative changes in their city, including three new council members with a change in their priority list. Due to this change, when Port of St. Pete budgeted for a master plan update in this past budget year, it was denied funding. Although, the next couple years may be tough for getting projects approved and activated, Port of St. Pete has hope.

Port Canaveral – Mike Poole, Chief Financial Officer, provided the comments for Port Canaveral. Poole advised that recreation and cargo have been stable throughout the pandemic, and they are approaching pre-pandemic levels with ships reaching over 100% occupancy. Port Canaveral had roughly 4.6 million passengers in 2019 and are forecasting about 4.1 million in 2022. Although there is fewer passengers, the port has increased volume on a parking dollars. Poole detailed that their cargo has always been strong being mainly construction materials like limestone, granite, and lumber. Poole said that everything used in the greater Orlando area in Brevard comes into Port Canaveral, which is why rehabbing their berths is very important. Poole detailed they have a big project, North Cargo Berth Three that is underway, and they are on schedule for an April 2023 ribbon cutting. In addition, the port will focus on its upland improvements and road access improvements.

Port of Fort Pierce – Port Director, Stan Payne, provided comments for the Port of Fort Pierce. Payne mentioned the pivot to a mega yacht MRO facility. The port has been expanded now within its own footprint, with a utility paving; furthermore, a 12-acre facility can handle 13 mega yachts, which will happen within the next couple of years. Payne stated that has been the catalyst to the development of the entire waterfront course, moving forward in Harbor Point, which is 20 acres that is port owned and 67 acres privately owned.

Port Tampa Bay – Port Director, Paul Anderson, provided comments for Port Tampa Bay. Anderson stated that their port is coming out of the pandemic with all-time record revenues. Port Tampa Bay continues to see container growth at 38% this year alone. Anderson detailed that Port Tampa Bay will receive three post-Panamax cranes in December to add to the two they already have. They are expanding the container yard bulkheads, and moderate growth for fuel with already 100 million barrels. Anderson mentioned that breakbulk is in double digit increase, also steel, granite, and aggregate specifically in double digits.

Port of Palm Beach – Port Director, Manuel Almira, provided comments for the Port of Palm Beach. Almira stated that the port has just completed their master plan. Also, Port of Palm Beach has seen cargo increase this year. Almira shared exciting news that the Jimmy Buffett ‘Margaritaville at Sea’ Cruise Ship will operate a cruise brand in 2022 owned by Bahamas Paradise Cruise Line. The former Grand Classica is the only cruise ship at the Port of Palm Beach.

Port Fernandina – Port Director, David Kaufman, provided comments for the Port of Fernandina. Kaufman mentioned that even with a lot of internal change, the port continues to do well and show increased cargo. Fernandina has a new terminal operator that took over in July. Also, Kaufman stated that the Port of Fernandina master plan is forthcoming.

Port Pensacola – Port Director, Clark Merritt, provided comments for the Port of Pensacola. Merritt detailed that Port of Pensacola is doing well; going from zero tonnage to about 400,000 tons this year. Port of Pensacola is still in the midst of their FEMA repairs from Hurricane Sally, but it is coming along.

Port Everglades – Florida Ports Council Chairman and Port Director, Jonathan Daniels, provided the comments for Port Everglades. Chairman Daniels started that their business lines are growing on the container side; for example, this week they will see their first vessel off of a new agent rotation to the sector of service. It's their first Asian direct service since March of 2011. Chairman Daniels said that MSC has grown significantly; currently in excess of 10% above last year and will be well above 1.1 million this year, putting them at a record on the container side. Chairman Daniels stated they are well into double digit growth from where they were in the benchmark years for petroleum. Also, Port Everglades is working with the US Army Corp of Engineers has been worthwhile. Port Everglades has seen strong utilization of all their vessels and seeing significant amount of rebar, and breakbulk come in. Chairman Daniels said they will have three super post Panamax cranes coming in. Next, they are doing a rehabilitation project with the \$43.5 million dollars from FDOT, as part of the workplan resiliency money going into the development of their petroleum terminal. Additionally, Chairman Daniels said they have been dredging for 26 years and counting.

Port Putnam – Acting Port Director, Terry Suggs, provided the comments for Port Putnam. Suggs detailed that Port Putnam has been sitting dormant for awhile but has been in existence since the 1960s. Putnam is working closely with the Army Corps of Engineers to move through the government federal interest determination approval, and they are now in the phase of getting their analysis and master plan put together. Suggs mentioned that they have received a lot of great support not only from the Board of County Commissioners, also citizens, community, all of our stakeholders, for this revitalization. Suggs detailed they are still in the infancy stages of revitalizing the port but thinks it's a great opportunity for long term economic development with their use of rail and roadways nearby.

After a brief discussion with the board, Chairman Daniels requested a motion to accept Port Putnam into the Florida Ports Council as a voting and dues paying, active member. A motion was made by Stan Payne, a second was made by Eric Green, and passed unanimously. The board welcomed Port Putnam to a seat at the table.

5. **Governance and Membership:** Chairman Daniels turned the meeting's focus to governance and membership updates.
6. **Administration**
- A. **Approval of the Minutes: February 2, 2022, Spring Board Meeting:** Chairman Daniels requested a motion for the approval of the February 2, 2022, Florida Ports Council meeting minutes. A motion was made by David Wirth, seconded by Hydi Webb, and passed unanimously.
- B. **Update and Discussion on Marketing/Promotion Efforts:** Edie Ousley, President of Yellow Finch Strategies, and marketing consultant with the Florida Ports Council, provided a proposal for a new Florida Ports marketing campaign. Ousley described the purpose for the campaign being to build awareness, brand and strength, while working collectively together to help ensure that we increase vessels, cargo, passengers, etc. moving through Florida's seaports. Ousley suggested the reconvening of the Florida Ports Council's Marketing and Communications Committee. Ousley also provided a detailed timeline and outline of the campaign which includes, a website refresh, digital ads, pre-roll video, OTT television, earned and paid media, event targeting, audio tactics, and a print strategy. The marketing campaign presented required an \$80,000 line in the proposed 22/23 budget.
- C. **Budget Report and Recommendations – FY 21/22 Financial Statements and FY 22/23 Budget Recommendations:** Mike Rubin advised that the budget documents and information were in the meeting packet provided ahead of the meeting. A few items Rubin pulled out for discussion included the TPM Reception set for February 27, 2023, in Long Beach, CA. The Florida Ports Council added a line item to sponsor the event at \$50,000. Also, the increase in travel overall and increase in employee salaries due to hard work and inflation costs. Chairman Daniels requested a budget change to increase the President's salary by 5%, with a potential for another 5% based on the bonus program (total of 10% in the budget) as already discussed with the board. Chairman Daniels then requested a motion for the approval of the 2022/2023 Florida Ports Council budget. A motion was made by Jonathan Daniels, seconded by Alex King, and passed unanimously.
- D. **President's Comments:** Mike Rubin thanked FDOT, each port director, his staff, and partners for all of their continued leadership and partnership this year. Rubin detailed the intent to not only maintain, but potentially ask for an increase in dollars during this upcoming legislative session.
- E. **Program Administration:** Chairman Daniels moved passed program updates due to meetings being held the day prior.
- F. **Other Issues:** Christy Gandy, Vice President of Operations for the Florida Ports Council gave the update for all upcoming meetings.
- i. **TPM Reception – Long Beach, Monday, February 27, 2023:** Gandy detailed the TPM Reception would be held on the pool deck of the Hyatt Regency Long Beach. The theme for the event will be "pirates" invading California and taking over.
- ii. **FPC Spring Board Meeting & Legislative Forum Meeting – Tallahassee, March 20-22, 2023:** Gandy detailed the spring board meeting will be held at the same hotel as last year, the Hotel Indigo in Tallahassee.
- iii. **Seaports Day at the Capitol – March 22, 2023:** The itinerary for the spring board meeting and events will go out the first of the new year with intent to host a Florida Seaports Day again at the Capitol.
- iv. **FPC/FSTED Annual Board Meeting – Ft. Lauderdale, August 2-3, 2023:** Gandy detailed the 2023 annual board meeting will be held at Fort Lauderdale's Hilton Marina, next to Port Everglades.

7. **U.S. Army Corps Update:** Colonel James L. Booth, District Commander of the Jacksonville District, joined the Florida Ports Council board meeting to share an updated on the current happenings with the U.S. Army Corps of Engineers.
8. **U.S. Customs and Border Protection/Washington D.C. Meeting Update:** Vernon Foret, Director of Field Operations in the Miami/Tampa Office of U.S. Customs and Border Protection has reached out to the Florida Ports Council to host a meeting at Port Canaveral on September 12th with Don Stakes, new Executive Director of Mission Support in D.C. This meeting would be to discuss free space agreements.
9. **Mexico Trade Mission Update:** Mike Rubin recounted on the recent trade mission to Mexico. Rubin was not able to attend due to COVID, but Alex King, Port Director at the Port of Panama City did attend. He met with the Consul General from Mexico, who discussed establishing a relationship with the Florida ports as they improve the flow of cargo out for their Gulf Coast ports. Also, Rubin detailed that the PIERS system has not been efficient in providing accurate Mexico data, so staff will seek to improve the Florida ports data systems in the new year.
10. **Communications Update:** Edie Ousley provided an update on the Florida Ports Council strategic communications activities and successes performed throughout the year including figures like \$21.2 billion in media coverage, over 380 new stories, and a social reach of 2.81 billion.
11. **Legislative:** Chairman Daniels called upon Mike Rubin to discuss current legislative issues in Florida. Rubin mentioned that the House and Senate have not really put much emphasis on the transportation committees over the last few years, but this upcoming year we are hopeful for change. Prior to session, FDOT hopes to put on a Seaport Symposium in Tampa, but that is subject to change. Rubin also mentioned the want for a Congressional Staff Tour in south Florida, since this year's in Tampa went so well.
12. **Partner Updates:** Rubin advised that he added multiple upcoming event flyers in the materials, including the AAPA event in Orlando on October 16 and the upcoming Florida Chamber Future of Florida Forum also in October.
13. **Other Issues:** Chairman Daniels opened the floor to discuss other issues.
 - A. **New Business:** No new business was discussed.
 - B. **Board Member Closing Comments:** No closing comments were made.
14. **Adjournment:** Chairman Daniels adjourned the meeting at 11:00 a.m. ET.

Tab 5B

Budget Report – FY 22/23 Financial Statements
and FY 21/22 FPC Audit

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03/13/23

Accrual Basis

Florida Seaports Council, Inc
Balance Sheet
As of March 13, 2023

	Mar 13, 23
ASSETS	
Current Assets	
Checking/Savings	
HANCOCK BANK MONEY MARKET ACCT	850,804.33
HANCOCK BANK OPERATING ACCT	151,409.27
110 · PETTY CASH ACCT	101.31
Total Checking/Savings	1,002,314.91
Accounts Receivable	
200 · Administrative Fees Receivable	193,685.18
Total Accounts Receivable	193,685.18
Other Current Assets	
226 · Miscellaneous Receivable	-23.87
220 · Prepaid Expenses	9,180.02
Total Other Current Assets	9,156.15
Total Current Assets	1,205,156.24
Fixed Assets	
250 · Equipment & Furnishings	47,723.34
251 · Building	
252 · Building Improvements	159,211.87
251 · Building - Other	287,641.83
Total 251 · Building	446,853.70
253 · Land	
253.1 · Land Improvements	9,480.00
253 · Land - Other	200,000.00
Total 253 · Land	209,480.00
255 · Accumulated Depreciation	-244,226.00
Total Fixed Assets	459,831.04
Other Assets	
260 · Deposits	250.00
265 · Prepaid IRS Interest Payments	-0.44
Total Other Assets	249.56
TOTAL ASSETS	1,665,236.84

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03/13/23

Accrual Basis

Florida Seaports Council, Inc
Balance Sheet
As of March 13, 2023

	Mar 13, 23
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
300 · Accounts Payable	-0.05
Total Accounts Payable	-0.05
Credit Cards	
First Bankcard	-113.28
Total Credit Cards	-113.28
Other Current Liabilities	
315 · Accrued Leave	14,734.00
301 · PAYROLL LIABILITIES	
301.2 · Direct Deposit Liabilities	0.02
301.3 · 401K Payable	-7,599.54
301 · PAYROLL LIABILITIES - Other	14,886.73
Total 301 · PAYROLL LIABILITIES	7,287.21
Total Other Current Liabilities	22,021.21
Total Current Liabilities	21,907.88
Total Liabilities	21,907.88
Equity	
3900 · Unrestricted Net Assets	1,107,201.87
Net Income	536,127.09
Total Equity	1,643,328.96
TOTAL LIABILITIES & EQUITY	1,665,236.84

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03/13/23

Accrual Basis

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
October 2022 through September 2023

	Oct '22 - Sep 23	Budget	\$ Over Budget	% of Budget
Income				
601 · FPC Dues	652,425.78	637,000.00	15,425.78	102.4%
602 · FSTED Prog. Admin/Chapter 311	333,653.44	430,686.00	-97,032.56	77.5%
605 · FSTED Security Admin Fees	1,640.63	17,500.00	-15,859.37	9.4%
610 · INTEREST INCOME	132.06	500.00	-367.94	26.4%
615 · SPONSORSHIP REVENUES	5,000.00	15,000.00	-10,000.00	33.3%
Total Income	997,901.91	1,100,686.00	-102,784.09	90.7%
Expense				
6560 · PAYROLL EXPENSES	11,736.87	41,000.00	-29,263.13	28.6%
701 · PRESIDENT				
701.1 · Health Insurance	12,025.80	28,500.00	-16,474.20	42.2%
701.3 · Salary	96,250.02	192,500.00	-96,249.98	50.0%
Total 701 · PRESIDENT	114,050.82	221,000.00	-106,949.18	51.6%
704 · VICE PRESIDENT OF OPERATIONS				
704.1 · Health Insurance	6,237.10	15,000.00	-8,762.90	41.6%
704.3 · Salary	37,569.24	81,400.00	-43,830.76	46.2%
Total 704 · VICE PRESIDENT OF OPERATIONS	46,248.52	96,400.00	-50,151.48	48.0%
706 · VP PROGRAMS & PLANNING				
706.1 · Health Insurance	2,366.40	5,800.00	-3,433.60	40.8%
706.3 · Salary	34,569.24	74,900.00	-40,330.76	46.2%
Total 706 · VP PROGRAMS & PLANNING	39,131.62	80,700.00	-41,568.38	48.5%
707 · EMPLOYEE BONUS POOL	6,000.00	10,000.00	-4,000.00	60.0%
710 · CONSULTANTS				
710.1 · Communications/Media Services	25,000.00	60,000.00	-35,000.00	41.7%
710.3 · Environmental & Growth Mgmt	12,500.00	30,000.00	-17,500.00	41.7%
Total 710 · CONSULTANTS	37,500.00	90,000.00	-52,500.00	41.7%
715 · INSURANCE				
715.1 · Worker's Compensation	957.00	2,000.00	-1,043.00	47.9%
715.2 · Directors' E&O	0.00	1,100.00	-1,100.00	0.0%
Total 715 · INSURANCE	957.00	3,100.00	-2,143.00	30.9%
720 · ACCOUNTING	18,298.50	13,000.00	5,298.50	140.8%
730 · BANK CHARGES/INTEREST	0.00	100.00	-100.00	0.0%

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03/13/23

Accrual Basis

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
October 2022 through September 2023

	Oct '22 - Sep 23	Budget	\$ Over Budget	% of Budget
732 · COMMUNICATIONS				
732.1 · Telephone/Fax/Internet/Cable	1,480.35	4,500.00	-3,019.65	32.9%
732.2 · Cell Phones	855.18	4,000.00	-3,144.82	21.4%
732.3 · Printing	0.00	1,500.00	-1,500.00	0.0%
732.4 · Postage, Overnight Delivery	96.00	1,000.00	-904.00	9.6%
732.7 · Magazine Subscriptions	0.00	200.00	-200.00	0.0%
732.8 · Miscellaneous/Administrative	1,971.32	1,200.00	771.32	164.3%
Total 732 · COMMUNICATIONS	4,402.85	12,400.00	-7,997.15	35.5%
733 · OUTREACH				
733.1 · Marketing/Branding	20,763.00	80,000.00	-59,237.00	26.0%
733.2 · Memberships	8,200.00	10,000.00	-1,800.00	82.0%
733.3 · Sponsorships	4,100.00	12,500.00	-8,400.00	32.8%
733.4 · Lobbying	0.00	5,000.00	-5,000.00	0.0%
Total 733 · OUTREACH	33,063.00	107,500.00	-74,437.00	30.8%
750 · EQUIPMENT/SUPPLIES				
750.1 · Office Equipment	1,984.95	4,500.00	-2,515.05	44.1%
750.2 · Computer, Hardware & Software	387.92	5,000.00	-4,612.08	7.8%
750.3 · IT Services	3,084.31	8,000.00	-4,915.69	38.6%
750.4 · Office Supplies	1,001.39	4,500.00	-3,498.61	22.3%
750.6 · Miscellaneous	61.40	300.00	-238.60	20.5%
Total 750 · EQUIPMENT/SUPPLIES	6,519.97	22,300.00	-15,780.03	29.2%
755 · FSTED & FFPC Court Reporter	0.00	4,000.00	-4,000.00	0.0%
777 · BUILDING EXPENSES				
777.2 · Maintenance/Repairs	4,230.53	6,000.00	-1,769.47	70.5%
777.3 · Pest/Security/Lawn/Housekeeping	3,961.81	6,000.00	-2,038.19	66.0%
777.4 · Insurance & Taxes	9,017.62	10,300.00	-1,282.38	87.5%
777.5 · Utilities	2,052.52	4,500.00	-2,447.48	45.6%
777.6 · Miscellaneous	382.34	6,000.00	-5,617.66	6.4%
Total 777 · BUILDING EXPENSES	19,644.82	32,800.00	-13,155.18	59.9%
791 · TRAVEL - CONFERENCES				
791.1 · Conferences - Meals	337.25	1,000.00	-662.75	33.7%
791.2 · Conferences - Hotel	486.98	2,000.00	-1,513.02	24.3%
791.3 · Conferences - Airfare	60.29	1,000.00	-939.71	6.0%
791.4 · Conferences - Rental Car/Gas	374.21	1,100.00	-725.79	34.0%
791.5 · Conferences - Fees	535.00	1,500.00	-965.00	35.7%
791.6 · Conferences - Miscellaneous	122.00	100.00	22.00	122.0%
Total 791 · TRAVEL - CONFERENCES	1,915.73	6,700.00	-4,784.27	28.6%

2:06 PM

03/13/23

Accrual Basis

Florida Seaports Council, Inc
Profit & Loss Budget vs. Actual
October 2022 through September 2023

	Oct '22 - Sep 23	Budget	\$ Over Budget	% of Budget
792 · TRAVEL - GENERAL				
792.1 · Travel - Meals & Entertainment	2,661.00	8,000.00	-5,339.00	33.3%
792.2 · Travel - Hotel	0.00	8,000.00	-8,000.00	0.0%
792.3 · Travel - Airfare	0.00	5,000.00	-5,000.00	0.0%
792.4 · Travel - Rental Car/Gas/Parking	458.97	4,000.00	-3,541.03	11.5%
792.5 · Travel - Speaking Engagements	0.00	750.00	-750.00	0.0%
792.6 · Travel - Miscellaneous	0.00	250.00	-250.00	0.0%
Total 792 · TRAVEL - GENERAL	3,119.97	26,000.00	-22,880.03	12.0%
793 · MEETING EXPENSES				
793.1 · Meeting Expenses - MEALS	464.23	20,000.00	-19,535.77	2.3%
793.2 · Meeting Expenses - ROOM RENTAL	8,000.00	4,000.00	4,000.00	200.0%
793.3 · Meeting Expenses - AUDIO/VISUAL	0.00	350.00	-350.00	0.0%
793.4 · Meeting Expenses - PRINTING	0.00	250.00	-250.00	0.0%
793.6 · Meeting Expenses - MISC	108,916.50	70,000.00	38,916.50	155.6%
793.7 · Meeting Expenses - NOTICES(FAW)	63.14	500.00	-436.86	12.6%
Total 793 · MEETING EXPENSES	117,443.87	95,100.00	22,343.87	123.5%
806 · PROFESSIONAL DEVELOPMENT	0.00	2,000.00	-2,000.00	0.0%
930 · WEBSITE DEVELOPMENT	23.78	1,000.00	-976.22	2.4%
Total Expense	461,774.82	865,100.00	-403,325.18	53.4%
Net Income	536,127.09	235,586.00	300,541.09	227.6%

Tab 5C

President's Comments

To Be Discussed

Tab 5D

Program Administration

FSTED

Florida Seaport Transportation and Economic Development Council

AGENDA

Hotel Indigo Tallahassee
Tuesday, March 21, 2023
9:30 a.m. – 11:30 a.m.

1. Call to Order, Chairman's Welcome and Opening Comments
2. Roll Call
3. Administrative Issues
 - a. Approval of the August 31, 2022, Meeting Summary
 - b. Report on Seaport Environmental Management Committee (SEMC) Meeting
 - c. Report of Florida Ports Financing Commission (FPFC) Meeting
4. Reports and Studies
 - a. Seaport Mission Plan
 - b. PIERS Data Discussion
5. Legislative Report
6. Agency Reports
 - a. Department of Economic Opportunity
 - b. Department of Transportation
7. Program Funding
 - a. Discussion and Review of Seaport Funding Spend Downs
 - b. FSTED Reallocations
 - c. FSTED SeaCIP Program Application Timeline
 - d. Federal Funding Opportunities
 - e. State Funding Opportunities
8. New Business
9. Adjournment



Florida Seaport Transportation and
Economic Development Council

**Seaport Environmental Management Committee
AGENDA**

**March 3, 2023
10:00 a.m. – 12:00 p.m.
Via Microsoft Teams**

1. Call to Order, Welcome
2. Roll Call
3. Approval of the August 31, 2022, SEMC Annual Meeting Minutes
4. Agency Updates
 - a. Florida Department of Environmental Protection (FDEP)
 - b. Florida Department of Economic Opportunity (DEO)
 - c. U.S. Army Corps of Engineers - Civil Works and Regulatory Divisions
 - d. Florida Inland Navigation District (FIND)
 - e. Florida Fish & Wildlife Conservation Commission (FWC)
5. Partner Updates
 - a. AAPA – Ian Gansler, Manager of Energy, Resilience, and Sustainability Policy
 - b. Florida Ocean Alliance – Lenore Alpert, Executive Director
6. Legislative Update
 - a. HB 979 – Deepwater Port Dredging
 - b. HB 527 – Office of the Blue Economy
7. Open Discussion
 - a. FDEP Clean Waterways Act Stormwater Rulemaking
 - b. Right Whale Speed Rule Update
 - c. Federal Updates (WOTUS, NEPA, etc.)
 - d. Other Issues
8. Adjourn

Tab 5E

Other Issues

Tab 6

Communications/Marketing Update

YOUR TREASURE AWAITS AT THE FLORIDA PORTS COUNCIL

PIRATE INVASION

RECEPTION



FEBRUARY 27, 2023 | 7:00 - 10:00 P.M.

POOL DECK, HYATT REGENCY, LONG BEACH



To Be Distributed at Meeting

Tab 7

Legislative

Tab 7A

State



MEMORANDUM

DATE: March 10, 2023

TO: Florida Port Directors

FROM: Michael Rubin, President/CEO

SUBJECT: **LEGISLATIVE UPDATE – MARCH 10TH**

The Florida Legislature formally convened on March 7th for Regular Session 2023. The initial week has started quickly with a variety of Governor DeSantis and Legislative leadership priorities including tort reform, permit-less gun carry, affordable housing reform and private school vouchers.

Budget negotiations have not begun yet, but individual member appropriation project submission deadline has passed, and several port projects are on those lists. The below report outlines seaport development issues currently being discussed:

1. **Initial Budget Discussions.** Governor DeSantis' staff, including FDOT Secretary Perdue, provided formal budget presentations to Senate and House appropriation committees. As reported previously, the recommended FDOT Work Program Budget includes \$150.5 million for seaport projects and debt reserve payments. This recommended amount is similar to the amount provided in the current year budget -- \$135.9 million. As stated by FDOT Secretary Perdue, this amount represents over \$100 million more than is required by statute.

Similar to previous budgets, the line-item allocations of funds are broken down as follows:

- A. **Line Item 1996** -- \$15 million for debt reserve payments (FPFC 1996 Bond Refinance).
- B. **Line Item 1997** -- \$10 million for debt reserve payments (FPFC 1999 Bond Refinance).
- C. **Line Item 1998** -- \$115,466,049 for the FSTED Program, SIS, GM, SPII and other FDOT allocations in FDOT 5-Year Work Program.
- D. **Line Item 1999** -- \$10 million for the Seaport Investment Program/Bond debt reserve payments.

Senate Full Appropriations Committee Chair Doug Broxson (R-Pensacola) announced that the Senate budget roll-out will begin on week 3 of Regular Session 2023 (week of March 20th). The deadline for submission of individual member appropriation project requests has passed in the Senate and House. Senate President Passidomo has noted that there are a record number of requests this year and expressed concerns over the impact and prioritization of these requests. There are several individual member projects related to seaports submitted in the Senate and House, to include:

- A. **JAXPORT Crane Replacement** -- \$45 million request by Representative Kimberly Daniels (D-Jacksonville). Request is to replace up to three cranes at \$15 million per crane.
- B. **Port of Palm Beach – Neighborhood Impact Mitigation/Beautification** -- \$250,000 request by Senator Bobby Powell (D-West Palm Beach) and Representative Jervonte Edmonds (D-West Palm Beach). Request is to “beautify” a western boundary wall between the Florida East Coast Rail track and the City of Riviera Beach.
- C. **Port of Palm Beach Cruise Ship Shore Power Connection** -- \$2 million request by Senator Bobby Powell (D-West Palm Beach) and Representative Jervonte Edmonds (D-West Palm Beach). Request would allow for the completion of a shore power project at Port of Palm Beach.
- D. **Port of Palm Beach Land Acquisition for Cargo Capacity** -- \$1 million request by Senator Gayle Harrell (R-Stuart) and Representative Katherine Waldron (D-Wellington). Request is to purchase adjacent land to the Port to increase available cargo space.

As reported previously, we were working with Senator Jim Boyd (R-Bradenton) and Representative Tommy Gregory (R-Manatee) on the submission of individual project requests of at least \$300 million for all Florida seaports. House Appropriations Chair Tom Leek (R-Daytona Beach) requested that we do not use that process for overall requests and noted that the House would consider those types of issues in the development of an overall budget. We asked Senator Boyd and Representative Gregory to remove those requests. We will continue to work with Senate and House leadership on allocation of non-recurring dollars this budget year for priority seaport projects.

- 2. **Seaport (SB 796 by Senator Wright and unfiled bill by Representative Gonzalez Pittman).** This legislation would have increased Chapter 311 FSTED statutory minimum from \$25 million to \$50 million and Strategic Port Investment Initiative statutory minimum from \$35 million to \$70 million. Senator Tom Wright (R-Brevard) formally filed the bill in the Florida Senate. Speaker Renner requested that Representative Karen Gonzalez Pittman (R-Tampa) delay filing the bill until next year in the House. In their discussions, the Speaker stated that there were several leadership and Governor’s priorities being discussed this year – including the \$7 billion “Moving Florida Forward” congestion relief proposal. The Speaker stated that he wanted to create a legacy type proposal for seaports next year and would ask Representative Gonzalez Pittman to file the legislation and become a member of the House Transportation and Modals Subcommittee next year to promote next year’s legislation.

We will be working with House leadership on this issue and have invited the Speaker and House leadership to our FPC functions the week of March 20th to discuss.

SB 796 has been placed on the **Senate Transportation Committee agenda for Tuesday, March 14th at 8:30 a.m.** Senator Wright had not put in a request for the bill to be heard because of the decision by Speaker Renner. Senator Wright is still deciding whether he will speak on the bill to generate support for next year or simply temporarily pass the bill and let it die in Committee.

- 3. **Unmanned Aircraft Systems Act (SB 908 by Senator Rodriguez and HB 645 by Representative Brackett).** HB 645 was heard in the House Transportation and Modals Subcommittee on Friday, March 10th. The legislation passed unanimously out of the Subcommittee as a committee substitute. This legislation was designated by the FPC Board as a priority legislation for all seaports, and along with other seaport representatives FPC staff

registered their support during the Subcommittee hearing. The bill was amended in the Subcommittee to broaden the definition of a “critical infrastructure facility” in the Unmanned Aircraft Systems Act to include areas such as seaports, airports, water facilities and airports. The definition of seaports was clarified to include “a deepwater port listed in s. 311.09(1), F.S., and to specify that such seaport “need not be completely enclosed by a fence or other physical barrier and need not be marked with a sign or signs indicating that entry is forbidden.”

The House Bill has two more committee references – Criminal Justice Subcommittee, and Infrastructure Strategies Committee.

The Senate Bill has been placed on the **Senate Transportation Committee agenda for Tuesday, March 14th at 8:30 a.m.** The Senate Bill then has three more committee references – Military and Veterans Affairs, Space and Domestic Security, and Rules.

4. **Economic Programs (HB 5 by Representative Esposito)**. This proposed legislation will eliminate and repeal provisions of law related to Enterprise Florida. The legislation will transfer programs like Florida’s international offices over to the Department of Economic Opportunity. In his opening address to the Florida House, Speaker Renner announced the elimination of Enterprise Florida as one of his priorities because the entity drains funds from higher priorities.

House Bill 5 has not been referred to any committees to date, and a companion Senate Bill has not been formally filed.

5. **Deepwater Port Dredging (SB 1072 by Senator Rodriguez and HB 979 by Representative Gossett-Seidman)**. This legislation was filed by Representative Gossett-Seidman as a result of some information on improper conduct provided to her by dredging companies operating in South Florida. As currently written, this legislation would require an “habitat equivalency analysis” for maintenance dredging permits obtained pursuant to section 403.816, Florida Statutes. The legislation also would require local government to provide written notice of its intent to conduct a habitat equivalency analysis to adjacent local governments that “may be impacted by the dredging activity.”

We have spoken with Representative Gossett-Seidman and she stated that the bill was improperly drafted by House Bill drafting. Her intent was not to involve dredging conducted by deepwater seaports, but rather address issues related to beach renourishment and dredging conducted in deep waters.

The Senate bill has been placed on the **Senate Environment and Natural Resources Committee for Tuesday, March 14th at 8:30 a.m.** We also have expressed our concerns over the bill as currently written with Senator Rodriguez and her staff. The Senate bill has two more committee references – Community Affairs, and Rules.

HB 979 has been referred to three committees – Water Quality, Supply & Treatment; Agriculture & Natural Resources Appropriations; and Infrastructure Strategies. The House bill has not been formally scheduled for a hearing yet.

6. **Marine Encroachment on Spaceflight and Military Operations (SB 1666 by Senator Wright and HB 1491 by Representative Altman)**. This legislation would amend section 327.462, Florida Statutes, relating to temporary protection zones for spaceflight launches and

recovery of spaceflight assets. The legislation would now require a “port authority” to direct a licensed harbor pilot to “board each cruise or civilian vessel escorted into or out of the applicable port and hand deliver to the operator of such vessel a written notice of the establishment of the protection zone and the penalties for violation provided in subsection (6). The operator must sign the notice as an indication that he or she acknowledges the information provided in the notice and must return the signed notice to the pilot before the pilot disembarks the vessel.

Section 327.462, Florida Statutes, provides that anyone that violates a temporary protection zone commits a misdemeanor of the second degree, punishable as provided in section 775.082 or section 775.083. Florida Statutes.

We are working with Port Canaveral representatives to inform Senator Wright and Representative Altman on concerns over the potential negative impact of this legislation. We also have been informed that the Harbor Pilot Association is concerned about the potential negative impacts of this legislation.

SB 1666 has been referred to three committees – Community Affairs; Military and Veteran Affairs, Space, and Domestic Security; and rules. HB 1491 has been referred to three committees – Local Administration, Federal Affairs & Special Districts; Infrastructure Strategies; and State Affairs. Neither the Senate bill or the House bill have been formally scheduled for a hearing yet.

7. **FPC Lobby Group**. We will hold a meeting of the Lobby Group on Monday, March 13th at 2:00 p.m. We will provide a Teams link under separate email.

Please call or email us if you have any questions.

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SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

1989	OTHER PERSONAL SERVICES	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	295,540
	FROM TRANSPORTATION DISADVANTAGED	
	TRUST FUND	21,546
1990	EXPENSES	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	5,170,943
	FROM TRANSPORTATION DISADVANTAGED	
	TRUST FUND	238,522
1991	OPERATING CAPITAL OUTLAY	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	1,575,241
1992	FIXED CAPITAL OUTLAY	
	TRANSPORTATION PLANNING CONSULTANTS	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	72,362,760
1993	FIXED CAPITAL OUTLAY	
	AVIATION DEVELOPMENT/GRANTS	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	405,798,772
1994	FIXED CAPITAL OUTLAY	
	PUBLIC TRANSIT DEVELOPMENT/GRANTS	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	471,158,524
1995	FIXED CAPITAL OUTLAY	
	RIGHT-OF-WAY LAND ACQUISITION	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	261,878,462
	FROM RIGHT-OF-WAY ACQUISITION AND	
	BRIDGE CONSTRUCTION TRUST FUND . .	134,291,606
1996	FIXED CAPITAL OUTLAY	
	SEAPORT - ECONOMIC DEVELOPMENT	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	15,000,000
1997	FIXED CAPITAL OUTLAY	
	SEAPORTS ACCESS PROGRAM	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	10,000,000
1998	FIXED CAPITAL OUTLAY	
	SEAPORT GRANTS	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	115,466,049
1999	FIXED CAPITAL OUTLAY	
	SEAPORT INVESTMENT PROGRAM	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	10,000,000
2000	FIXED CAPITAL OUTLAY	
	RAIL DEVELOPMENT/GRANTS	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	124,270,472
2001	FIXED CAPITAL OUTLAY	
	INTERMODAL DEVELOPMENT/GRANTS	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	44,189,139
2002	FIXED CAPITAL OUTLAY	
	PRELIMINARY ENGINEERING CONSULTANTS	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND	911,975,978

By Senator Wright

8-01297-23

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A bill to be entitled
An act relating to seaports; amending s. 311.07, F.S.;
increasing the minimum amount of funds to be made
available for the Florida Seaport Transportation and
Economic Development Program from the State
Transportation Trust Fund beginning in a specified
fiscal year; amending s. 311.09, F.S.; increasing the
amount the Department of Transportation is required to
include in its annual legislative budget request for
the program; removing obsolete language; amending s.
311.10, F.S.; increasing the amount of funds to be
made available from the State Transportation Trust
Fund to fund the Strategic Port Investment Initiative
beginning in a specified fiscal year; reenacting ss.
320.20(3) and 339.0801(1)(f), F.S., relating to the
disposition of license tax moneys and the allocation
of increased revenues from certain provisions,
respectively, to incorporate the amendment made to s.
311.07, F.S., in references thereto; providing an
effective date.

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

Section 1. Subsection (2) of section 311.07, Florida
Statutes, is amended to read:

311.07 Florida seaport transportation and economic
development funding.—

(2) Beginning in fiscal year 2025-2026, a minimum of \$50
~~\$25~~ million per year shall be made available from the State

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30 Transportation Trust Fund to fund the Florida Seaport
31 Transportation and Economic Development Program. The Florida
32 Seaport Transportation and Economic Development Council created
33 in s. 311.09 shall develop guidelines for project funding.
34 Council staff, the Department of Transportation, and the
35 Department of Economic Opportunity shall work in cooperation to
36 review projects and allocate funds in accordance with the
37 schedule required for the Department of Transportation to
38 include these projects in the tentative work program developed
39 pursuant to s. 339.135(4).

40 Section 2. Subsections (9), (12), and (13) of section
41 311.09, Florida Statutes, are amended to read:

42 311.09 Florida Seaport Transportation and Economic
43 Development Council.—

44 (9) The Department of Transportation shall include at least
45 \$50 ~~\$25~~ million per year in its annual legislative budget
46 request for the Florida Seaport Transportation and Economic
47 Development Program funded under s. 311.07. Such budget must
48 include funding for projects approved by the council which have
49 been determined by each agency to be consistent. The department
50 shall include the specific approved Florida Seaport
51 Transportation and Economic Development Program projects to be
52 funded under s. 311.07 during the ensuing fiscal year in the
53 tentative work program developed pursuant to s. 339.135(4). The
54 total amount of funding to be allocated to Florida Seaport
55 Transportation and Economic Development Program projects under
56 s. 311.07 during the successive 4 fiscal years must ~~shall~~ also
57 be included in the tentative work program developed pursuant to
58 s. 339.135(4). The council may submit to the department a list

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of approved projects that could be made production-ready within the next 2 years. The department shall submit the list ~~shall be submitted by the department~~ as part of the needs and project list prepared pursuant to s. 339.135(2)(b). However, the department shall, upon written request of the Florida Seaport Transportation and Economic Development Council, submit work program amendments pursuant to s. 339.135(7) to the Governor within 10 days after the later of the date the request is received by the department or the effective date of the amendment, termination, or closure of the applicable funding agreement between the department and the affected seaport, as required to release the funds from the existing commitment. Notwithstanding s. 339.135(7)(c), any work program amendment to transfer prior year funds from one approved seaport project to another seaport project is subject to the procedures in s. 339.135(7)(d). Notwithstanding any provision of law to the contrary, the department may transfer unexpended budget between the seaport projects as identified in the approved work program amendments.

~~(12) Until July 1, 2014, Citrus County may apply for a grant through the Florida Seaport Transportation and Economic Development Council to perform a feasibility study regarding the establishment of a port in Citrus County. The council shall evaluate such application pursuant to subsections (5)-(8) and, if approved, the Department of Transportation shall include the feasibility study in its budget request pursuant to subsection (9). If the study determines that a port in Citrus County is not feasible, the membership of Port Citrus on the council shall terminate.~~

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~~(13) Until July 1, 2024, Putnam County may apply for a grant through the Florida Seaport Transportation and Economic Development Council to perform a study examining the economic, technical, and operational viability of the establishment of a port in Putnam County. The council shall evaluate the grant application pursuant to subsections (5) (8), and, if approved, the Department of Transportation must include the feasibility study in its budget request pursuant to subsection (9). The council shall review the study upon completion to determine if a port in Putnam County is viable. If the council does not approve the study, the membership of Putnam County on the council must terminate.~~

Section 3. Subsection (1) of section 311.10, Florida Statutes, is amended to read:

311.10 Strategic Port Investment Initiative.—

(1) There is created the Strategic Port Investment Initiative within the Department of Transportation. Beginning in fiscal year 2025-2026 ~~2012-2013~~, a minimum of \$70 ~~\$35~~ million annually shall be made available from the State Transportation Trust Fund to fund the Strategic Port Investment Initiative. The Department of Transportation shall work with the deepwater ports listed in s. 311.09 to develop and maintain a priority list of strategic investment projects. Project selection must ~~shall~~ be based on projects that meet the state's economic development goal of becoming a hub for trade, logistics, and export-oriented activities by doing all of the following:

(a) Providing important access and major on-port capacity improvements. ~~+~~

(b) Providing capital improvements to strategically

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position the state to maximize opportunities in international trade, logistics, or the cruise industry.†

(c) Achieving state goals of an integrated intermodal transportation system.†~~and~~

(d) Demonstrating the feasibility and availability of matching funds through local or private partners.

Section 4. For the purpose of incorporating the amendment made by this act to section 311.07, Florida Statutes, in references thereto, subsection (3) of section 320.20, Florida Statutes, is reenacted to read:

320.20 Disposition of license tax moneys.—The revenue derived from the registration of motor vehicles, including any delinquent fees and excluding those revenues collected and distributed under the provisions of s. 320.081, must be distributed monthly, as collected, as follows:

(3) Notwithstanding any other provision of law except subsections (1) and (2), \$15 million shall be deposited annually into the State Transportation Trust Fund solely for the purposes of funding the Florida Seaport Transportation and Economic Development Program as provided in chapter 311. Such revenues shall be distributed on a 50-50 matching basis to any port listed in s. 311.09(1) to be used for funding projects as described in s. 311.07(3)(b). Such revenues may be assigned, pledged, or set aside as a trust for the payment of principal or interest on bonds, tax anticipation certificates, or any other form of indebtedness issued by an individual port or appropriate local government having jurisdiction thereof, or collectively by interlocal agreement among any of the ports, or used to purchase credit support to permit such borrowings. However, such debt is

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not a general obligation of the state. The state covenants with holders of such revenue bonds or other instruments of indebtedness issued that it will not repeal or impair or amend in any manner that will materially and adversely affect the rights of such holders so long as bonds authorized by this section are outstanding. Any revenues that are not pledged to the repayment of bonds authorized by this section may be used for purposes authorized under the Florida Seaport Transportation and Economic Development Program. This revenue source is in addition to any amounts provided and appropriated in accordance with s. 311.07. The Florida Seaport Transportation and Economic Development Council shall approve the distribution of funds to ports for projects that have been approved pursuant to s. 311.09(5)-(8). The council and the Department of Transportation may perform acts required to facilitate and implement this subsection. To better enable the ports to cooperate to their mutual advantage, the governing body of each port may exercise powers provided to municipalities or counties in s. 163.01(7)(d) subject to chapter 311 and special acts, if any, pertaining to a port. The use of funds provided pursuant to this subsection are limited to eligible projects listed in this subsection. Income derived from a project completed with the use of program funds, beyond operating costs and debt service, is restricted solely to further port capital improvements consistent with maritime purposes. Use of such income for nonmaritime purposes is prohibited. The revenues available under this subsection may not be pledged to the payment of any bonds other than the Florida Ports Financing Commission Series 1996 and Series 1999 Bonds currently outstanding; however, such revenues may be pledged to

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secure payment of refunding bonds to refinance the Florida Ports Financing Commission Series 1996 and Series 1999 Bonds. Refunding bonds secured by revenues available under this subsection may not be issued with a final maturity later than the final maturity of the Florida Ports Financing Commission Series 1996 and Series 1999 Bonds or which provide for higher debt service in any year than is currently payable on such bonds. Any revenue bonds or other indebtedness issued after July 1, 2000, other than refunding bonds shall be issued by the Division of Bond Finance at the request of the Department of Transportation pursuant to the State Bond Act.

Section 5. For the purpose of incorporating the amendment made by this act to section 311.07, Florida Statutes, in a reference thereto, paragraph (f) of subsection (1) of section 339.0801, Florida Statutes, is reenacted to read:

339.0801 Allocation of increased revenues derived from amendments to s. 319.32(5)(a) by ch. 2012-128.—Funds that result from increased revenues to the State Transportation Trust Fund derived from the amendments to s. 319.32(5)(a) made by this act must be used annually, first as set forth in subsection (1) and then as set forth in subsections (2)-(5), notwithstanding any other provision of law:

(1)

(f) Any revenues that are not used for the payment of bonds as authorized by this subsection may be used for purposes authorized under the Florida Seaport Transportation and Economic Development Program. This revenue source is in addition to any amounts provided for and appropriated in accordance with ss. 311.07 and 320.20(3) and (4).

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204

Section 6. This act shall take effect July 1, 2023.

CS/HB 645

2023

1 A bill to be entitled
2 An act relating to the Unmanned Aircraft Systems Act;
3 amending s. 330.41, F.S.; revising the definition of
4 the term "critical infrastructure facility"; deleting
5 a provision requiring certain persons and governmental
6 entities to apply to the Federal Aviation
7 Administration to restrict or limit the operation of
8 drones in close proximity to certain infrastructure or
9 facilities; deleting a provision allowing a drone
10 operating in transit for commercial purposes to
11 operate over a critical infrastructure facility under
12 certain circumstances; providing for future sunset of
13 the definition of the term "critical infrastructure
14 facility"; providing an effective date.

15
16 Be It Enacted by the Legislature of the State of Florida:

17
18 Section 1. Paragraph (a) of subsection (2), paragraph (d)
19 of subsection (3), and paragraphs (d) and (e) of subsection (4)
20 of section 330.41, Florida Statutes, are amended to read:

21 330.41 Unmanned Aircraft Systems Act.—

22 (2) DEFINITIONS.—As used in this act, the term:

23 (a) "Critical infrastructure facility" means any of the
24 following, if completely enclosed by a fence or other physical
25 barrier that is obviously designed to exclude intruders, or if

clearly marked with a sign or signs which indicate that entry is forbidden and which are posted on the property in a manner reasonably likely to come to the attention of intruders:

1. A ~~An electrical~~ power generation or transmission facility, substation, switching station, or electrical control center.

2. A chemical or rubber manufacturing or storage facility.

3. A water intake structure, water treatment facility, wastewater treatment plant, or pump station.

~~4.3.~~ A mining facility.

~~5.4.~~ A natural gas or compressed gas compressor station, storage facility, or natural gas or compressed gas pipeline.

~~6.5.~~ A liquid natural gas or propane gas terminal or storage facility ~~with a capacity of 4,000 gallons or more.~~

~~7.6.~~ Any portion of an aboveground oil or gas pipeline.

~~8.7.~~ A wireless communications facility, including the tower, antennae, support structures, and all associated ground-based equipment.

9. A deepwater port listed in s. 311.09(1) or a railroad switching yard. However, such deepwater port need not be completely enclosed by a fence or other physical barrier and need not be marked with a sign or signs indicating that entry is forbidden.

10. An airport as defined in s. 330.27.

11. A spaceport territory as defined in s. 331.303(18).

51 12. A military installation listed in s. 163.3175(2).

52 13. A dam as defined in s. 373.403(1) or other structures,
53 such as locks, floodgates, or dikes, which are designed to
54 maintain or control the level of navigable waterways.

55 14.8. A state correctional institution as defined in s.
56 944.02 or a private correctional facility authorized under
57 chapter 957.

58 15.9. A secure detention center or facility, as defined in
59 s. 985.03, or a nonsecure residential facility, a high-risk
60 residential facility, or a maximum-risk residential facility, as
61 those terms are described in s. 985.03(44).

62 16.10. A county detention facility, as defined in s.
63 951.23.

64 (3) REGULATION.—

65 ~~(d) A person or governmental entity seeking to restrict or~~
66 ~~limit the operation of drones in close proximity to~~
67 ~~infrastructure or facilities that the person or governmental~~
68 ~~entity owns or operates must apply to the Federal Aviation~~
69 ~~Administration for such designation pursuant to s. 2209 of the~~
70 ~~FAA Extension, Safety, and Security Act of 2016.~~

71 (4) PROTECTION OF CRITICAL INFRASTRUCTURE FACILITIES.—

72 ~~(d) Subparagraph (a)1. does not apply to a drone operating~~
73 ~~in transit for commercial purposes in compliance with Federal~~
74 ~~Aviation Administration regulations, authorizations, or~~
75 ~~exemptions.~~

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76 (d)~~(e)~~ This subsection and paragraph (2)(a) shall sunset
77 60 days after the date that a process pursuant to s. 2209 of the
78 FAA Extension, Safety and Security Act of 2016 becomes
79 effective.

80 Section 2. This act shall take effect July 1, 2023.

By the Committee on Environment and Natural Resources; and
Senator Rodriguez

592-02545-23

20231072c1

A bill to be entitled
An act relating to dredging and beach restoration
projects; amending s. 403.816, F.S.; directing the
Department of Environmental Protection to require, as
a condition of permits issued for certain dredging and
beach restoration projects, that any adverse impact
analysis conducted for the activity meet certain
requirements; requiring a local government to provide
notice of its intent to conduct an analysis to certain
adjacent local governments; providing applicability;
providing an effective date.

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

Section 1. Subsection (3) of section 403.816, Florida
Statutes, is redesignated as subsection (4), and a new
subsection (3) is added to that section, to read:

403.816 Permits for maintenance dredging of deepwater ports
and beach restoration projects.—

(3) As a condition of a permit issued for a project
pursuant to this section, the department shall require that any
analysis to determine the adverse impacts of the activity on the
natural habitat be conducted by an independent contractor
selected by the local government in a manner prescribed by the
department. The independent contractor for the analysis may not
be associated with any project of the contractor performing the
activity for the local government. The local government shall
provide written notice of its intent to conduct an analysis to
adjacent local governments that may be impacted by the activity.

592-02545-23

20231072c1

30 This subsection does not apply to permits issued before July 1,
31 2024.

32 Section 2. This act shall take effect July 1, 2023.

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1 A bill to be entitled
2 An act relating to marine encroachment on spaceflight
3 and military operations; amending s. 163.3175, F.S.;
4 revising legislative findings; encouraging the sharing
5 of information about certain community grants through
6 specified federal programs to facilitate the
7 compatibility and resiliency of community planning and
8 the activities and mission of a military installation
9 or range; amending s. 327.462, F.S.; requiring the
10 head of a law enforcement agency or entity to report
11 the establishment of a temporary protection zone to
12 the appropriate port authority; requiring the port
13 authority to direct a licensed state pilot or
14 certificated deputy pilot to hand deliver written
15 notice of such establishment and related penalties to
16 operators of certain vessels; requiring such operators
17 to sign and return such notice to the state pilot or
18 deputy pilot; providing penalties; amending ss.
19 163.3177, 163.3184, and 380.0651, F.S.; conforming
20 provisions to changes made by the act; providing an
21 effective date.

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

24
25 Section 1. Section 163.3175, Florida Statutes, is amended

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26 | to read:

27 | 163.3175 Legislative findings on compatibility of
28 | development with military installations and ranges; exchange of
29 | information between local governments and military installations
30 | and ranges.—

31 | (1) The Legislature finds that incompatible development on
32 | ~~of~~ land and in state-controlled waters close to military
33 | installations and ranges can adversely affect the ability of
34 | such an installation or range to carry out its mission. The
35 | Legislature further finds that such development also threatens
36 | the public safety because of the possibility of accidents
37 | occurring within the areas surrounding a military installation
38 | or range. In addition, the economic vitality of a community is
39 | affected when military operations and missions must relocate
40 | because of incompatible ~~urban~~ encroachment. Therefore, the
41 | Legislature finds it desirable for the local governments in the
42 | state to cooperate with military installations and ranges to
43 | encourage compatible land use and activities in state-controlled
44 | waters, help prevent incompatible encroachment, and facilitate
45 | the continued presence of ~~major~~ military installations and
46 | ranges in this state.

47 | (2) Certain ~~major~~ military installations and ranges, due
48 | to their mission and activities, have a greater potential for
49 | experiencing compatibility and coordination issues than others.
50 | Consequently, this section and ~~the provisions in s.~~

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163.3177(6)(a), relating to compatibility of land development and activities in state-controlled waters with military installations and ranges, apply to specific affected local governments in proximity to and in association with specific military installations and ranges, as follows:

(a) Avon Park Air Force Range, associated with Highlands, Okeechobee, Osceola, and Polk Counties and Avon Park, Sebring, and Frostproof.

(b) Camp Blanding, associated with Clay, Bradford, and Putnam Counties.

(c) Eglin Air Force Base and Hurlburt Field, associated with Gulf, Okaloosa, Santa Rosa, and Walton Counties and Cinco Bayou, Crestview, Destin, DeFuniak Springs, Fort Walton Beach, Freeport, Laurel Hill, Mary Esther, Niceville, Shalimar, and Valparaiso.

(d) Homestead Air Reserve Base, associated with Miami-Dade County and Homestead.

(e) Jacksonville Training Range Complex, associated with Lake, Marion, Putnam, and Volusia Counties.

(f) MacDill Air Force Base, associated with Hillsborough County and Tampa.

(g) Naval Air Station Jacksonville, Marine Corps Support Facility-Blount Island, Outlying Landing Field ~~and outlying landing field~~ Whitehouse, and the Florida Air National Guard associated with Duval County and Jacksonville.

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76 (h) Naval Air Station Key West, including various annexes
77 across Boca Chica Key and Key West as well as the Fleming
78 Bay/Patton Water Drop Zone training range utilized by the Army
79 Special Forces Underwater Operations School, associated with
80 Monroe County and Key West.

81 (i) Naval Support Activity Orlando, including Bugg Spring
82 and Naval Ordnance Test Unit, associated with Orange, Brevard,
83 and Lake Counties, ~~County and~~ Orlando, Canaveral Port Authority,
84 and Okahumpka.

85 (j) Naval Support Activity Panama City, associated with
86 Bay County, Panama City, and Panama City Beach.

87 (k) Naval Air Station Pensacola, associated with Escambia
88 County.

89 (l) Naval Air Station Whiting Field and its outlying
90 landing fields, associated with Santa Rosa and Escambia
91 Counties.

92 (m) Naval Station Mayport, associated with Duval County,
93 Atlantic Beach, and Jacksonville.

94 (n) Patrick Space Force Base and Cape Canaveral Space
95 Force Station, associated with Brevard County, Canaveral Port
96 Authority, and Satellite Beach.

97 (o) Tyndall Air Force Base, associated with Bay County,
98 ~~and~~ Mexico Beach, and Parker.

99 (p) United States Southern Command, associated with Miami-
100 Dade County and Doral.

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101 (g) South Florida Ocean Measurement Facility, associated
102 with Broward County and Dania Beach.

103 (r) United States Coast Guard Sector Jacksonville,
104 including Station Mayport, Station Port Canaveral, Station Ponce
105 De Leon Inlet, Aids to Navigation Team Jacksonville, and
106 Helicopter Interdiction Tactical Squadron (HITRON), associated
107 with Duval, Brevard, and Volusia Counties and Jacksonville,
108 Jacksonville Beach, Atlantic Beach, Canaveral Port Authority,
109 and New Smyrna Beach.

110 (s) United States Coast Guard Sector Miami, including Base
111 Miami Beach, Station Ft. Lauderdale, Station Ft. Pierce, Air
112 Station Miami, Station Lake Worth Inlet, and Civil Engineering
113 Unit Miami, associated with St. Lucie, Palm Beach, Broward, and
114 Miami-Dade Counties and Fort Pierce, Riviera Beach, Dania Beach,
115 Opa-locka, Miami, and Miami Beach.

116 (t) United States Coast Guard Sector Key West, including
117 Station Key West, Station Islamorada, and Station Marathon,
118 associated with Monroe County and Key West, Islamorada, and
119 Marathon.

120 (u) United States Coast Guard Sector St. Petersburg,
121 including Station St. Petersburg, Air Station Clearwater,
122 Station Cortez, Station Ft. Myers Beach, Station Sand Key, and
123 Station Yankeetown, associated with Pinellas, Manatee, Lee, and
124 Levy Counties and St. Petersburg, Clearwater, Cortez, Ft. Myers
125 Beach, and Yankeetown.

126 (v) United States Coast Guard Sector Mobile, including
127 Station Panama City, Station Destin, and Station Pensacola,
128 associated with Bay, Okaloosa, and Escambia Counties and Panama
129 City, Destin, and Pensacola.

130 (3) The Florida Defense Support Task Force may recommend
131 to the Legislature changes to the military installations and
132 ranges and local governments specified in subsection (2) based
133 on a military base's or range's potential for impacts from
134 encroachment, and incompatible land uses and development.

135 (4) Each affected local government must transmit to the
136 commanding officer of the relevant associated installation, ~~or~~
137 installations, or ranges information relating to proposed
138 changes to comprehensive plans, plan amendments, and ~~proposed~~
139 ~~changes to~~ land development regulations which, if approved,
140 would affect the intensity, density, or use of the land adjacent
141 to or in close proximity to the military installation or range.
142 At the request of the commanding officer, affected local
143 governments must also transmit to the commanding officer copies
144 of applications for development orders requesting a variance or
145 waiver from height or lighting restrictions or noise attenuation
146 reduction requirements within areas defined in the local
147 government's comprehensive plan as being in a zone of influence
148 of the military installation or range. Each affected local
149 government shall provide the military installation or range
150 control military authority an opportunity to review and comment

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on the proposed changes.

(5) The commanding officer or his or her designee may provide advisory comments to the affected local government on the impact such proposed changes may have on the mission of the military installation or range. Such advisory comments shall be based on appropriate data and analyses provided with the comments and may include:

(a) If the installation has an airfield or range, whether such proposed changes will be incompatible with the safety and noise standards contained in the Air Installation Compatible Use Zone (AICUZ) or the Range Air Installation Compatible Use Zone (RAICUZ) adopted by the military installation for that airfield or range;

(b) Whether such changes are incompatible with the Installation Environmental Noise Management Program (IENMP) of the United States Army;

(c) Whether such changes are incompatible with the findings of a Joint Land Use Study (JLUS), Compatible Use Plan Study, or Military Installation Resilience Review (MIRR) for the area if one has been completed; and

(d) Whether the military installation's or range's mission will be adversely affected by the proposed actions of the county, ~~or~~ affected local government, or controlling authority.

The commanding officer's comments, underlying studies, and

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176 reports shall be considered by the local government in the same
177 manner as the comments received from other reviewing agencies
178 pursuant to s. 163.3184.

179 (6) The affected local government shall take into
180 consideration any comments and accompanying data and analyses
181 provided by the commanding officer or his or her designee
182 pursuant to subsection (4) as they relate to the strategic
183 mission of the base, public safety, and the economic vitality
184 associated with the base's operations, while also respecting
185 private property rights and not being unduly restrictive on
186 those rights. The affected local government shall forward a copy
187 of any comments regarding comprehensive plan amendments to the
188 state land planning agency.

189 (7) To facilitate the exchange of information provided for
190 in this section, a representative of a military installation or
191 range acting on behalf of all military installations and ranges
192 within that jurisdiction shall serve ex officio as a nonvoting
193 member of the county's or affected local government's land
194 planning or zoning board. The representative is not required to
195 file a statement of financial interest pursuant to s. 112.3145
196 solely due to his or her service on the county's or affected
197 local government's land planning or zoning board.

198 (8) The commanding officer is encouraged to provide
199 information about any community planning assistance grants that
200 may be available to a county or affected local government

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201 through programs such as those of the federal Office of Local
202 Defense Community Cooperation ~~Economic Adjustment~~ as an
203 incentive for communities to participate in a joint planning
204 process that would facilitate the compatibility and resiliency
205 of community planning and the activities and mission of the
206 military installation or range.

207 Section 2. Subsections (4) and (6) of section 327.462,
208 Florida Statutes, are amended to read:

209 327.462 Temporary protection zones for spaceflight
210 launches and recovery of spaceflight assets.—

211 (4)(a) Upon the establishment of a protection zone under
212 this section, the head of a law enforcement agency or entity
213 establishing the ~~a~~ protection zone ~~under this section~~, or his or
214 her designee, must report the establishment of such protection
215 zone via e-mail to the commission's Division of Law Enforcement,
216 Boating and Waterways Section, ~~and~~ to the appropriate United
217 States Coast Guard Sector Command having responsibility over the
218 water body, and to the appropriate port authority at least 72
219 ~~hours before establishment of the protection zone~~. Such report
220 must include the reasons for the protection zone, the portion of
221 the water body or water bodies which will be included in the
222 protection zone, and the duration of the protection zone.

223 (b) Upon receipt of the report required under paragraph
224 (a), the port authority shall direct at least one state pilot
225 licensed, or at least one deputy pilot certificated, under

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chapter 310 to board each cruise or civilian vessel escorted into or out of the applicable port and hand deliver to the operator of such vessel a written notice of the establishment of the protection zone and the penalties for violation provided in subsection (6). The operator must sign the notice as an indication that he or she acknowledges the information provided in the notice and must return the signed notice to the pilot before the pilot disembarks the vessel.

(c) No later than 72 hours after the end of the protection zone period, the head of the law enforcement agency or entity, or his or her designee, must report via e-mail to the commission's Division of Law Enforcement, Boating and Waterways Section, the details of all citations issued for violating the protection zone.

(6) A person who violates this section or any directive given by a law enforcement officer, a state pilot, or a deputy pilot relating to the establishment of a protection zone under this section after being advised of the establishment of the protection zone commits a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083.

Section 3. Paragraph (a) of subsection (6) of section 163.3177, Florida Statutes, is amended to read:

163.3177 Required and optional elements of comprehensive plan; studies and surveys.—

(6) In addition to the requirements of subsections (1) -

(5), the comprehensive plan shall include the following elements:

(a) A future land use plan element designating proposed future general distribution, location, and extent of the uses of land for residential uses, commercial uses, industry, agriculture, recreation, conservation, education, public facilities, and other categories of the public and private uses of land. The approximate acreage and the general range of density or intensity of use shall be provided for the gross land area included in each existing land use category. The element shall establish the long-term end toward which land use programs and activities are ultimately directed.

1. Each future land use category must be defined in terms of uses included, and must include standards to be followed in the control and distribution of population densities and building and structure intensities. The proposed distribution, location, and extent of the various categories of land use shall be shown on a land use map or map series which shall be supplemented by goals, policies, and measurable objectives.

2. The future land use plan and plan amendments shall be based upon surveys, studies, and data regarding the area, as applicable, including:

a. The amount of land required to accommodate anticipated growth.

b. The projected permanent and seasonal population of the

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276 area.

277 c. The character of undeveloped land.

278 d. The availability of water supplies, public facilities,
279 and services.

280 e. The need for redevelopment, including the renewal of
281 blighted areas and the elimination of nonconforming uses which
282 are inconsistent with the character of the community.

283 f. The compatibility of uses on lands adjacent to or
284 closely proximate to military installations and ranges.

285 g. The compatibility of uses on lands adjacent to an
286 airport as defined in s. 330.35 and consistent with s. 333.02.

287 h. The discouragement of urban sprawl.

288 i. The need for job creation, capital investment, and
289 economic development that will strengthen and diversify the
290 community's economy.

291 j. The need to modify land uses and development patterns
292 within antiquated subdivisions.

293 3. The future land use plan element shall include criteria
294 to be used to:

295 a. Achieve the compatibility of lands adjacent to or
296 closely proximate to military installations and ranges,
297 considering factors identified in s. 163.3175(5).

298 b. Achieve the compatibility of lands adjacent to an
299 airport as defined in s. 330.35 and consistent with s. 333.02.

300 c. Encourage preservation of recreational and commercial

301 working waterfronts for water-dependent uses in coastal
302 communities.

303 d. Encourage the location of schools proximate to urban
304 residential areas to the extent possible.

305 e. Coordinate future land uses with the topography and
306 soil conditions, and the availability of facilities and
307 services.

308 f. Ensure the protection of natural and historic
309 resources.

310 g. Provide for the compatibility of adjacent land uses.

311 h. Provide guidelines for the implementation of mixed-use
312 development including the types of uses allowed, the percentage
313 distribution among the mix of uses, or other standards, and the
314 density and intensity of each use.

315 4. The amount of land designated for future planned uses
316 shall provide a balance of uses that foster vibrant, viable
317 communities and economic development opportunities and address
318 outdated development patterns, such as antiquated subdivisions.
319 The amount of land designated for future land uses should allow
320 the operation of real estate markets to provide adequate choices
321 for permanent and seasonal residents and business and may not be
322 limited solely by the projected population. The element shall
323 accommodate at least the minimum amount of land required to
324 accommodate the medium projections as published by the Office of
325 Economic and Demographic Research for at least a 10-year

326 planning period unless otherwise limited under s. 380.05,
327 including related rules of the Administration Commission.

328 5. The future land use plan of a county may designate
329 areas for possible future municipal incorporation.

330 6. The land use maps or map series shall generally
331 identify and depict historic district boundaries and shall
332 designate historically significant properties meriting
333 protection.

334 7. The future land use element must clearly identify the
335 land use categories in which public schools are an allowable
336 use. When delineating the land use categories in which public
337 schools are an allowable use, a local government shall include
338 in the categories sufficient land proximate to residential
339 development to meet the projected needs for schools in
340 coordination with public school boards and may establish
341 differing criteria for schools of different type or size. Each
342 local government shall include lands contiguous to existing
343 school sites, to the maximum extent possible, within the land
344 use categories in which public schools are an allowable use.

345 8. Future land use map amendments shall be based upon the
346 following analyses:

347 a. An analysis of the availability of facilities and
348 services.

349 b. An analysis of the suitability of the plan amendment
350 for its proposed use considering the character of the

undeveloped land, soils, topography, natural resources, and historic resources on site.

c. An analysis of the minimum amount of land needed to achieve the goals and requirements of this section.

9. The future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl.

a. The primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan or plan amendment:

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation,

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376 environmentally sensitive areas, natural groundwater aquifer
377 recharge areas, lakes, rivers, shorelines, beaches, bays,
378 estuarine systems, and other significant natural systems.

379 (V) Fails to adequately protect adjacent agricultural
380 areas and activities, including silviculture, active
381 agricultural and silvicultural activities, passive agricultural
382 activities, and dormant, unique, and prime farmlands and soils.

383 (VI) Fails to maximize use of existing public facilities
384 and services.

385 (VII) Fails to maximize use of future public facilities
386 and services.

387 (VIII) Allows for land use patterns or timing which
388 disproportionately increase the cost in time, money, and energy
389 of providing and maintaining facilities and services, including
390 roads, potable water, sanitary sewer, stormwater management, law
391 enforcement, education, health care, fire and emergency
392 response, and general government.

393 (IX) Fails to provide a clear separation between rural and
394 urban uses.

395 (X) Discourages or inhibits infill development or the
396 redevelopment of existing neighborhoods and communities.

397 (XI) Fails to encourage a functional mix of uses.

398 (XII) Results in poor accessibility among linked or
399 related land uses.

400 (XIII) Results in the loss of significant amounts of

functional open space.

b. The future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

(I) Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

(II) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

(III) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

(IV) Promotes conservation of water and energy.

(V) Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

(VI) Preserves open space and natural lands and provides for public open space and recreation needs.

(VII) Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

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(VIII) Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

10. The future land use element shall include a future land use map or map series.

a. The proposed distribution, extent, and location of the following uses shall be shown on the future land use map or map series:

(I) Residential.

(II) Commercial.

(III) Industrial.

(IV) Agricultural.

(V) Recreational.

(VI) Conservation.

(VII) Educational.

(VIII) Public.

b. The following areas shall also be shown on the future land use map or map series, if applicable:

(I) Historic district boundaries and designated historically significant properties.

(II) Transportation concurrency management area boundaries or transportation concurrency exception area boundaries.

(III) Multimodal transportation district boundaries.

(IV) Mixed-use categories.

c. The following natural resources or conditions shall be shown on the future land use map or map series, if applicable:

(I) Existing and planned public potable waterwells, cones of influence, and wellhead protection areas.

(II) Beaches and shores, including estuarine systems.

(III) Rivers, bays, lakes, floodplains, and harbors.

(IV) Wetlands.

(V) Minerals and soils.

(VI) Coastal high hazard areas.

Section 4. Paragraph (c) of subsection (1) and paragraph (b) of subsection (3) of section 163.3184, Florida Statutes, are amended to read:

163.3184 Process for adoption of comprehensive plan or plan amendment.—

(1) DEFINITIONS.—As used in this section, the term:

(c) "Reviewing agencies" means:

1. The state land planning agency;
2. The appropriate regional planning council;
3. The appropriate water management district;
4. The Department of Environmental Protection;
5. The Department of State;
6. The Department of Transportation;
7. In the case of plan amendments relating to public

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476 schools, the Department of Education;

477 8. In the case of plans or plan amendments that affect a
478 military installation or range listed in s. 163.3175, the
479 commanding officer of the affected military installation or
480 range;

481 9. In the case of county plans and plan amendments, the
482 Fish and Wildlife Conservation Commission and the Department of
483 Agriculture and Consumer Services; and

484 10. In the case of municipal plans and plan amendments,
485 the county in which the municipality is located.

486 (3) EXPEDITED STATE REVIEW PROCESS FOR ADOPTION OF
487 COMPREHENSIVE PLAN AMENDMENTS.—

488 (b)1. The local government, after the initial public
489 hearing held pursuant to subsection (11), shall transmit within
490 10 working days the amendment or amendments and appropriate
491 supporting data and analyses to the reviewing agencies. The
492 local governing body shall also transmit a copy of the
493 amendments and supporting data and analyses to any other local
494 government or governmental agency that has filed a written
495 request with the governing body.

496 2. The reviewing agencies and any other local government
497 or governmental agency specified in subparagraph 1. may provide
498 comments regarding the amendment or amendments to the local
499 government. State agencies shall only comment on important state
500 resources and facilities that will be adversely impacted by the

amendment if adopted. Comments provided by state agencies shall state with specificity how the plan amendment will adversely impact an important state resource or facility and shall identify measures the local government may take to eliminate, reduce, or mitigate the adverse impacts. Such comments, if not resolved, may result in a challenge by the state land planning agency to the plan amendment. Agencies and local governments must transmit their comments to the affected local government such that they are received by the local government not later than 30 days after the date on which the agency or government received the amendment or amendments. Reviewing agencies shall also send a copy of their comments to the state land planning agency.

3. Comments to the local government from a regional planning council, county, or municipality shall be limited as follows:

a. The regional planning council review and comments shall be limited to adverse effects on regional resources or facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A regional planning council may not review and comment on a proposed comprehensive plan amendment prepared by such council unless the plan amendment has been changed by the local government subsequent to the preparation of the plan amendment

526 | by the regional planning council.

527 | b. County comments shall be in the context of the
528 | relationship and effect of the proposed plan amendments on the
529 | county plan.

530 | c. Municipal comments shall be in the context of the
531 | relationship and effect of the proposed plan amendments on the
532 | municipal plan.

533 | d. Military installation or range comments shall be
534 | provided in accordance with s. 163.3175.

535 | 4. Comments to the local government from state agencies
536 | shall be limited to the following subjects as they relate to
537 | important state resources and facilities that will be adversely
538 | impacted by the amendment if adopted:

539 | a. The Department of Environmental Protection shall limit
540 | its comments to the subjects of air and water pollution;
541 | wetlands and other surface waters of the state; federal and
542 | state-owned lands and interest in lands, including state parks,
543 | greenways and trails, and conservation easements; solid waste;
544 | water and wastewater treatment; and the Everglades ecosystem
545 | restoration.

546 | b. The Department of State shall limit its comments to the
547 | subjects of historic and archaeological resources.

548 | c. The Department of Transportation shall limit its
549 | comments to issues within the agency's jurisdiction as it
550 | relates to transportation resources and facilities of state

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importance.

d. The Fish and Wildlife Conservation Commission shall limit its comments to subjects relating to fish and wildlife habitat and listed species and their habitat.

e. The Department of Agriculture and Consumer Services shall limit its comments to the subjects of agriculture, forestry, and aquaculture issues.

f. The Department of Education shall limit its comments to the subject of public school facilities.

g. The appropriate water management district shall limit its comments to flood protection and floodplain management, wetlands and other surface waters, and regional water supply.

h. The state land planning agency shall limit its comments to important state resources and facilities outside the jurisdiction of other commenting state agencies and may include comments on countervailing planning policies and objectives served by the plan amendment that should be balanced against potential adverse impacts to important state resources and facilities.

Section 5. Paragraph (n) of subsection (2) of section 380.0651, Florida Statutes, is amended to read:

380.0651 Statewide guidelines, standards, and exemptions.—

(2) STATUTORY EXEMPTIONS.—The following developments are exempt from s. 380.06:

(n) The establishment, relocation, or expansion of any

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576 military installation or range as specified in s. 163.3175.

577
578 If a use is exempt from review pursuant to paragraphs (a)-(u),
579 but will be part of a larger project that is subject to review
580 pursuant to s. 380.06(12), the impact of the exempt use must be
581 included in the review of the larger project, unless such exempt
582 use involves a development that includes a landowner, tenant, or
583 user that has entered into a funding agreement with the state
584 land planning agency under the Innovation Incentive Program and
585 the agreement contemplates a state award of at least \$50
586 million.

587 Section 6. This act shall take effect July 1, 2023.

1 A bill to be entitled
2 An act relating to economic programs; amending ss.
3 11.45, 14.32, 15.18, 15.182, 20.435, and 20.60, F.S.;
4 conforming provisions to changes made by the act;
5 repealing s. 20.601, F.S., relating to review of the
6 Department of Economic Opportunity; transferring all
7 duties, records, pending issues, rules, and unexpended
8 balances of appropriations, allocations, and other
9 public funds relating to programs in Enterprise
10 Florida, Inc., to the Department of Economic
11 Opportunity by a type two transfer; authorizing the
12 Florida Sports Foundation to enter into an agreement
13 with the Department of Economic Opportunity for
14 certain purposes and use certain funds; providing
15 legislative intent; providing transitional provisions
16 for terminated programs established pursuant to
17 certain statutes; amending ss. 125.0104, 159.803,
18 166.231, 189.033, 196.012, 196.101, 196.121, 196.198,
19 196.1995, 197.3181, 197.319, 212.02, 212.031, and
20 212.06, F.S.; conforming provisions to changes made by
21 the act; conforming cross-references; repealing s.
22 212.0602, F.S., relating to an exemption from sales
23 and use taxes for certain education-related purchases
24 or leases; amending s. 212.08, F.S.; conforming
25 provisions to changes made by the act; repealing s.

Tab 7B

Federal

STEVE SCALISE

MAJORITY LEADER

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through an air POE by an abductor, if any; and

(4) the identification of resources CBP might need to ensure children are not removed from the United States in violation of a valid state court order.

Reimbursable Services Program.—CBP is directed to provide each air, land, and sea port operator, including cruise terminals, with information on baseline service levels and report to the Committees quarterly on its adherence to these baseline levels. The report shall also address staffing shortages, requirements for facility and security upgrades, and plans for technology recapitalization; the process used to decide how initiatives are funded; a justification for the scope of the requests; and how CBP will negotiate with port operators and incorporate their feedback into the development of plans to address future facility and security needs.

CBP is encouraged to defer all current and future seaport facility agreements until it has provided details on baseline service levels to each port operator and provided the Committees with estimates for future facility and security requirement improvements and associated federally mandated technology. CBP is expected to work in partnership with seaports and refrain from imposing requirements on seaports in a unilateral fashion.

Workforce Staffing Model.—Not later than 90 days after the date of enactment of this Act, CBP shall provide a report to the Committees on the results of the most current Trade and Travel Workload Staffing Model, to include results; descriptions of any other models related to workload at ports of entry; and a comparison of model results. The agreement withholds funds from the Executive Leadership and Oversight PPA pending delivery of the report.

Trade and Travel Operations – Office of Trade

Combatting Transshipment.—CBP is directed to modify targeting criteria and make additional changes necessary to provide CBP with the administrative flexibility required to identify transshipped products.

Trade Enforcement.—Within 90 days of the date of enactment of this Act, CBP shall provide a report to the Committees detailing its implementation of trade priorities.

Uyghur Forced Labor Prevention Act (UFLPA). – The agreement fully funds implementation of the UFLPA, adjusted for funding provided above the request in fiscal year 2022. Within 60 days of the date of enactment of this Act, CBP shall provide a briefing to the Committees on implementation of the law.



Consolidated Appropriations Act, 2023

SUMMARY OF APPROPRIATIONS PROVISIONS BY SUBCOMMITTEE

The Consolidated Appropriations Act, 2023 totals \$1.7 trillion in discretionary resources across the fiscal year 2023 appropriations bills.

In total, the regular 12 appropriations bills include \$800 billion in non-defense funding, a \$68 billion—9.3 percent—over last year. This is the highest level for non-defense funding ever and a larger increase in both dollar and percentage than fiscal year 2022. The bills also provide \$858 billion in defense funding.

Agriculture-Rural Development-FDA

Overview:

The fiscal year 2023 Agriculture, Rural Development, Food and Drug Administration, and Related Agencies funding bill provides discretionary funding of \$25.5 billion – an increase of \$737 million, 3 percent – above fiscal year 2022. In total, the bill includes \$242 billion for discretionary programs funded annually and mandatory programs such as the Supplemental Nutrition Assistance Program.

The legislation:

- Tackles hunger and nutrition insecurity by expanding access to fruits and vegetables to 6.2 million women, infants, and children through WIC and ensuring that 43.5 million people in SNAP-eligible families get the necessary benefits. The bill also invests in the health of America's kids through Child Nutrition programs, like school meals - which are now the healthiest source of food consumed in the United States.
- Grows opportunity and lifts rural communities by increasing funding for rural broadband, connecting more communities to the internet through a program that got more than 200,000 people connected to the 21st-century economy last year.
- Rebuilds our public health and consumer safety infrastructure with increased funding to address maternal and infant nutrition, including resources for the 'Closer to Zero' initiative to reduce exposure to toxic elements in babies' and young children's food, emerging food-related chemical and toxicological issues, drug safety oversight, as well as providing additional resources for in-person inspections in large foreign drug manufacturing countries, and drug and device supply chain monitoring and surveillance. The bill also invests in our public health infrastructure by modernizing FDA's data infrastructure to ensure better safety and security of the food and medical supply chain.
- Provides essential investments to ensure equitable participation in USDA programs. The bill provides increases for extension, research, and capacity grants at 1890 land grants, 1994 land grants, and Hispanic serving institutions to help strengthen the pipeline for the future of agriculture. It also provides funding to improve outreach and program access to historically underserved communities.

Bill Summary:

Rural Development and Infrastructure – The bill provides nearly \$4 billion for rural development programs. These programs help create an environment for economic growth by providing business and housing opportunities and building sustainable rural infrastructure for the modern economy.

Energy & Water Development

Overview:

The fiscal year 2023 Energy and Water Development and Related Agencies funding bill provides \$54.65 billion, including \$54 billion in Division D and \$650 million in emergency funds. The Disaster supplemental includes \$2.65 billion in additional funds, and the Ukraine supplemental includes \$126 million in additional funds. The legislation:

- Creates tens of thousands of good-paying jobs with a focus on deploying clean energy technologies and the green jobs of tomorrow in communities across the country.
- Confronts the climate crisis with more than \$15.3 billion of transformative investments in clean energy and science, which will help develop clean, affordable, and secure American energy.
- Rebuilds our nation's water infrastructure, critical to protecting communities from more frequent and severe storms and addressing the worsening drought.

Bill Summary:

Army Corps of Engineers – The bill provides a total of \$8.66 billion, including \$8.31 billion in Division D and \$350 million in emergency funds. This is an increase of \$317 million above the fiscal year 2022 level and an increase of \$2.059 billion above the request. The Disaster supplemental includes \$1.13 billion in additional funds.

- **Investigations** – The bill provides \$173 million, an increase of \$30 million above the fiscal year 2022 level and \$67 million above the request.
- **Construction** – The bill provides a total of \$2.106 billion, including \$1.809 billion in Division D and \$297 million in emergency funds. This is an increase of \$885 million above the request.
- **Operation and Maintenance** – The bill provides \$5.1 billion, including \$5.079 billion in Division D and \$53 million in emergency funds. This is an increase of \$561 million above the fiscal year 2022 level and \$2.532 billion above the request.
- **Harbor Maintenance Trust Fund projects** receive an estimated \$2.3 billion, an increase of \$269 million above fiscal year 2022 and \$592 million above the request. The bill provides these funds in accordance with the budgetary adjustments made by the CARES Act and the Water Resources Development Act of 2020.

Department of the Interior and Bureau of Reclamation – The bill provides a total of \$2 billion, an increase of \$30 million above the fiscal year 2022 level and \$520 million above the request.

- **Central Utah Project** – The bill provides \$23 million, an increase of \$3 million above the request.
- **Bureau of Reclamation** – The bill provides \$1.9 billion, an increase of \$30 million above the fiscal year 2022 level and \$517 million above the request.

Department of Energy – The bill provides a total of \$46.5 billion for the Department, including \$46.2 billion in Division D and \$300 million in emergency funds. The Disaster supplemental includes \$1.5 billion in additional funds, and the Ukraine supplemental includes \$126 million in additional funds.

- **Energy Efficiency and Renewable Energy** – The bill provides a record-level \$3.5 billion, an increase of \$260 million above the fiscal year 2022 level. This funding provides for clean, affordable, and secure energy and ensures American leadership in the transition to a global clean energy economy.

Homeland Security

Overview:

The fiscal year 2023 Homeland Security funding bill provides \$86.5 billion in discretionary resources, including \$83 billion for non-defense programs; \$3.5 billion for defense-related programs; and \$20 billion for major disaster response and recovery activities. When excluding offsetting collections and major disaster funding, the total provided in the bill is \$60.7 billion, which is \$4.04 billion above the budget request and \$3.2 billion above the fiscal year 2022 enacted level. The legislation:

- Increases funding to protect our critical physical infrastructure, prevent cyber-attacks and root out cyber intrusions.
- Invests in maritime security through operational funding and investment in new fleet assets for the Coast Guard.
- Makes responsible investments in border security and respects the dignity of migrants with new funding to improve processing, sheltering, and medical care.

Bill Summary:

Office of the Secretary – The bill provides \$384.8 million for the Office of the Secretary and Executive Management, an increase of \$108.7 million above the fiscal year 2022 enacted level and an increase of \$53.6 million above the President’s budget request, including:

- \$56.6 million for the new Office of Health Security to improve guidance and oversight related to the health of the workforce and of migrants in custody;
- \$27.6 million for the Office of Immigration Detention Ombudsman to investigate and resolve complaints regarding misconduct by DHS personnel and violations of the rights of individuals in DHS custody, including through unannounced inspections of detention facilities;
- \$40 million to be transferred to FEMA, including:
 - \$20 million for Targeted Violence and Terrorism Prevention grants; and
 - \$20 million for an Alternatives to Detention case management grant pilot program.

Management Directorate – The bill provides \$4.18 billion for the Management Directorate, an increase of \$399.7 million above the fiscal year 2022 enacted level and a reduction of \$257.4 million below the President’s budget request, including:

- \$188.0 million for the consolidation of DHS offices in the National Capital Region, including the continued development of the **DHS headquarters campus** at St. Elizabeths;
- \$3 million for the DHS Intelligence and Cybersecurity Diversity Fellowship Program; and
- \$2.11 billion for the Federal Protective Service.

Office of Inspector General – The bill provides \$214.9 million for the Office of Inspector General, an increase of \$9.5 million above the fiscal year 2022 enacted level and the same as the President’s budget request.

U.S. Customs and Border Protection (CBP) – The bill provides \$16.7 billion for CBP, \$1.8 billion above the fiscal year 2022 enacted level and \$1.3 billion above the President’s budget request, including:

- \$800 million for a shelter and services grant program;
- \$6 million for caregivers and childcare services;
- \$24.6 million for suicide prevention and workforce wellness efforts, to include childcare services;
- \$10 million for additional capability within the Procurement Directorate, the Office of Finance, and the Office of Chief Counsel;

- \$6 million for increased uniform allowance;
- \$3.5 million for rescue beacons and the Missing Migrant Program;
- \$31 million for new body worn cameras and video recording equipment for Border Patrol Stations;
- \$67.8 million to operate and sustain current border technology programs;
- \$5 million for tuition assistance;
- \$11 million for intelligence analysis and targeting;
- \$145 million for the rejection of proposed cuts to Trade and Travel operations;
- \$92.7 million for new aircraft and aircraft sensors;
- \$88.2 million to increase CBP's personnel capacity at the border between ports of entry;
- \$60 million for 125 new CBP officers, 250 technicians and 250 support staff;
- \$230.2 million for border technology; and
- \$69.9 million for non-intrusive inspection systems.

In addition, the bill provides \$309 million in emergency-designated funding for U.S. Customs and Border Protection to offset the loss of fee collections due to the continued impact of the pandemic on international travel.

U.S. Immigration and Customs Enforcement (ICE) – Provides \$8.42 billion for ICE, \$161.1 million above the fiscal year 2022 enacted level and \$319.4 million above the President's budget request, including:

- \$2.3 billion for Homeland Security Investigations, an increase of \$68.7 million above the fiscal year 2022 enacted level and \$6 million above the request.
- \$4.2 billion for Enforcement and Removal Operations, \$6 million above the fiscal year 2022 enacted level and \$379.6 million above the President's budget request, including:
 - \$3.3 billion for Custody Operations and Transportation and Removal, \$6 million above the fiscal year 2022 enacted level and \$473.6 million above the President's budget request; and
 - \$442.7 million for Alternatives to Detention, level with the fiscal year 2022 enacted level and \$84.5 million below the President's budget request.

Provides \$12 million above the request to accelerate efforts for ICE's body-worn cameras pilot program.

Provides \$10 million above the request for increased legal access for noncitizens in custody.

Provides \$2.5 million above the request to address gaps in the design and plans for inspections and oversight at ICE's civil detention facilities.

Transportation Security Administration (TSA) – Provides \$9.3 billion for TSA, \$836.1 million above the fiscal year 2022 enacted level and \$722.1 million below the President's budget request, including:

- \$398 million to implement TSA personnel system initiatives in fiscal year 2023;
- \$61 million for new Transportation Security Officer hiring;
- \$94 million above the request to continue exit lane staffing that is required by law;
- \$13.4 million above the request for the Personnel Futures Program;
- \$5 million above the request for increased acquisition support staffing;
- \$4 million above the request for pipeline cybersecurity; and
- \$141.6 million to fully fund computed tomography (\$105.4 million), credential authentication technology (\$22.3 million), and reimbursements to airports for legacy purchases of in-line explosive detection system (\$13.9 million), as requested.

Coast Guard – Provides \$11.6 billion in discretionary funding for the Coast Guard, \$140.2 million above the fiscal year 2022 enacted level and \$95.2 million above the President's budget request, including:

- \$1.7 billion for investments in the Coast Guard’s air and marine fleet, and facilities, including:
 - Continued support for the Offshore Patrol Cutter program, Fast Response Cutters, MH-60 helicopters, Polar Security Cutter.
 - \$414.8 million, which is \$235.0 million above the request for shore facilities and other infrastructure, including housing for Coast Guard families.
- \$80.4 million above the request to invest further in Coast Guard operational readiness, personnel, and their families, including additional investment in cybersecurity, workforce readiness, childcare subsidy.

United States Secret Service (USSS) – Provides \$2.82 billion for the USSS, \$210.3 million above the fiscal year 2022 enacted level and \$118.7 million above the President’s budget request, including increases of:

- \$17 million for increased travel expenses;
- \$32.8 million for protection of protectees;
- \$11.7 million for increased National Special Security Event (NSSE) support;
- \$2.5 million for the National Threat Assessment Center (NTAC);
- \$2.6 million for increased campaign support; and
- \$8 million for permanent change of station requirements.

The bill includes a total of \$68 million for the National Computer Forensics Institute (NCFI) for basic and advanced computer forensics training for state and local law enforcement officers, judges, and prosecutors in support of the Secret Service mission.

Cybersecurity and Infrastructure Security Agency (CISA) – Provides \$2.9 billion for CISA, \$313.5 million above the fiscal year 2022 enacted level and \$396.4 million above the President’s budget request, including:

- \$214.2 million to further advance CISA’s Cybersecurity Operations, including:
 - a \$164.8 million increase to restore proposed cuts and to sustain fiscal year 2022 enhancements;
 - a \$49 million increase for threat hunting;
 - a \$73.8 million increase for vulnerability management;
 - a \$15 million increase to develop a critical infrastructure cybersecurity shared services pilot program;
 - a \$15 million increase for CISA’s Protective Domain Name System;
 - a \$17.3 million increase for the Cyber Defense Education and Training program;
 - a \$16 million increase for the Multi-State Information and Analysis Center, for a total of \$43 million for the center;
 - a \$17 million increase for the Joint Cyber Defense Collaborative;
 - a \$7.1 million increase for a collaborative analysis of cyber threat indicators; and
 - a \$3 million increase for the CyberSentry program.
- \$26.9 million for Infrastructure Security, including:
 - a \$30.7 million increase to restore proposed cuts and to sustain fiscal year 2022 enhancements;
 - a \$3.6 million increase to expand CISA’s school safety services and product offerings;
 - a \$6.5 million increase to support CISA’s role as the National Cyber Exercise Program administrator; and
 - a \$2 million increase for counter improvised explosive device technology capability assessments.
- \$28.3 million for Emergency Communications;
- \$44.1 million for Risk Management Operations; and
- \$14.4 million for Stakeholder Engagements and Requirements, including a \$1.9 million increase for systemically important entities outreach and engagement support.

Federal Emergency Management Agency (FEMA) – Provides \$25.7 billion for FEMA, \$1.5 billion above the fiscal year 2022 enacted level and \$575.4 million above the President’s budget request, including:

- \$20 billion for disaster response and recovery efforts; and
- \$3.9 billion for Federal Assistance, including:

- \$520 million for the State Homeland Security Grant Program (SHSGP);
- \$615 million for the Urban Areas Security Initiative (UASI);
- \$305 million for the Nonprofit Security Grant Program;
- \$720 million for firefighter grant programs;
- \$56 million for the Next Generation Warning System to improve the capabilities of public broadcasters to send critical emergency and civil defense warnings;
- \$20 million transferred from the Center for Prevention Programs and Partnerships for Targeted Violence and Terrorism Prevention grants;
- \$20 million transferred from the Office for Civil Rights and Civil Liberties for an Alternatives to Detention case management grant pilot program;
- \$130 million for the Emergency Food and Shelter program; and
- \$800 million transferred from U.S. Customs and Border Protection for a new Shelter and Services Program for migrants encountered by DHS.

U.S. Citizenship and Immigration Services (USCIS) – Provides \$268 million for USCIS, including:

- \$109.6 million for the E-Verify program;
- \$133.4 million for refugee processing; and
- \$25 million for the Citizenship and Integration Grant program.

Other

- \$1.9 billion in additional support for CBP and ICE to help manage the high volume of migrants arriving at the southern border, including:
 - \$1.56 billion to CBP for processing facilities, migrant medical care, transportation, personnel overtime, and other costs; and
 - \$339.7 million for ICE for processing capacity, migrant medical care, transportation; and other non-detention costs.
- \$393.9 million rescinded from previously appropriated funds based on program execution.
- \$406.5 million for the Federal Law Enforcement Training Centers, \$50.9 million above the fiscal year 2022 enacted level and \$10 million above the President’s budget request.
- \$900.5 million for the Science and Technology Directorate, \$14.1 above the fiscal year 2022 enacted level and \$750,000 below the President’s budget request.
- \$431 million for the Countering Weapons of Mass Destruction Office, \$21 million below the fiscal year 2022 enacted level and \$2 million above the President’s budget request.

Policy Provisions

- Requires ICE to make information about the 287(g) program publicly available.
- Requires ICE to terminate any 287(g) agreement if the DHS Office of Inspector General determines that such terms have been materially violated.
- Requires ICE to sever contracts with detention facilities that fail two consecutive inspections and requires more frequent inspections by ICE’s Office of Professional Responsibility.
- Ensures access by Members of Congress to detention facilities.
- Prohibits DHS from destroying records related to the death of, potential sexual assault against, or abuse of individuals in its custody.
- Ensures that information shared with ICE by the Department of Health and Human on potential sponsors of unaccompanied children cannot be used by ICE for detention or removal purposes unless the sponsor has a dangerous criminal background.

Prohibits DHS from placing pregnant women in restraints except in extraordinary circumstances.

- Requires ICE to publish information on a publicly available website with the numbers and types of people in its custody, such as:
 - families and transgender detainees;

diplomatic and development workforce. The bill includes \$18 million for paid internships at the Department of State and increases funding for other workforce diversity initiatives at both the Department of State and USAID, including a total of \$12 million for the Pickering and Rangel Fellowships.

- The bill includes an additional \$20 million for USAID to implement the goals and objectives of the agency's new strategy on diversity, equity, and inclusion.

Promotes gender equality:

- The bill includes \$200 million for the Gender Equity and Equality Action Fund, \$50 million to support women's leadership, \$250 million to prevent and respond to gender-based violence, and \$150 million to support the Women, Peace and Security Strategy.

Afghan Special Immigrant Visa (SIV) Program:

- The bill provides authority to extend the Afghan SIV program to sustain the U.S. commitment to resettle vulnerable Afghans who supported the U.S. mission in Afghanistan.
- The bill includes authority and direction for the Secretary of State to use the funding in this legislation to eliminate processing backlogs and expedite the adjudication of SIV cases.

UNESCO:

- The bill supports the United States rejoining **UNESCO**, by providing the Administration the waiver authority required to resume U.S. funding for the organization.

Transportation-Housing & Urban Development

Overview:

The 2023 Transportation, and Housing and Urban Development, and Related Agencies funding bill provides funding of \$87.3 billion, an increase of \$6.3 billion – nearly 8 percent – above 2022. This includes a discretionary increase of \$4.5 billion for the Department of Housing and Urban Development and \$1.8 billion for the Department of Transportation. In total, the bill provides \$164.9 billion in budgetary resources. The legislation:

- Creates and sustains tens of thousands of good-paying American jobs by rebuilding our crumbling infrastructure with significant investments in airports, highways, transit, passenger rail, and port systems.
- Fully implements the historic investments in the Infrastructure Investment and Jobs Act.
- Grows opportunity through homeownership and rental assistance, including more than 12,000 new housing choice vouchers targeted to individuals and families experiencing or at risk of homelessness and over 2,800 new units for seniors and persons with disabilities, and in addition to the more than 29,000 new housing units created in fiscal year 2022.
- Supports the vulnerable with public housing safety, maintenance and improvement investments, such as the remediation of lead paint and radon.
- Promotes safe transportation and housing with a skilled and growing workforce to conduct inspections, mitigate hazards, and study emerging threats and innovative solutions.
- Reduces emissions, increases resiliency, and addresses historical inequities in transportation and housing programs through targeted grants and investments.

- Supports community projects identified by Members of Congress on both sides of the aisle that increase the safety and viability of our airports, highways, and transit systems as well as strengthen our housing, business, and community infrastructure.

Bill Summary:

Department of Transportation (DOT)—For fiscal year 2023, the bill provides a total of \$106.3 billion in budgetary resources for DOT – an increase of \$3.4 billion above the fiscal year 2022 enacted level and \$1.9 billion above the President’s 2023 budget request. The legislation:

- Creates and leverages tens of thousands of additional jobs in construction and related industries.
- Improves the safety of our highways, aviation, transit, rail, and port systems.
- Fixes roads and highways, expands bicycle and pedestrian infrastructure, supports Federal auto safety programs, and invests in the transit state of good repair, consistent with the historic investments in the Infrastructure Investment and Jobs Act.

The bill includes:

- \$800 million for **National Infrastructure Investments (RAISE/TIGER/BUILD)**, including not less than \$20 million for grants to assist areas of persistent poverty and historically disadvantaged communities. An additional \$25 million is included to continue a technical assistance and capacity building program to spur **Thriving Communities** nationwide.
- Robust increases for **Research and Technology** to expand research on ways to create more equitable access to transportation systems, combat climate change, and reduce greenhouse gas emissions, including funds for the Advanced Research Projects Agency–Infrastructure (ARPA-I). An additional \$5 million to support the **Highly Automated Systems Safety Center of Excellence** to coordinate DOT’s technical expertise around automated systems.
- Improvements to our aviation system by providing \$19 billion for the **Federal Aviation Administration (FAA)**, \$564 million above fiscal year 2022, including \$1.6 billion for **Aviation Safety** and \$558.6 million for discretionary **Airport Improvement Grants and projects**.
- \$62.9 billion for the **Federal Highway Administration** for formula programs funded from the Highway Trust Fund that improve the safety and long-term viability of our nation’s highway systems, consistent with the Infrastructure Investment and Jobs Act, and \$3.4 billion for **Highway Infrastructure Programs and projects**.
- \$873.6 million for the **Federal Motor Carrier Safety Administration** and \$1.2 billion for the **National Highway Traffic Safety Administration** to make trucks, cars, and the nation’s roads safer, consistent with the Infrastructure Investment and Jobs Act.
- Advances the safety and reliability of our passenger and freight rail systems by providing \$3.4 billion for the **Federal Railroad Administration**, an increase of \$78.9 million above fiscal year 2022. This includes a total of \$560 million for the **Consolidated Rail Infrastructure and Safety Improvements** program, \$25 million above fiscal year 2022 for competitive grants, in addition to \$1 billion in fiscal year 2023 advance appropriations. It also provides \$2.45 billion for **Amtrak**, \$121.6 million above fiscal year 2022, including \$1.26 billion for **Northeast Corridor Grants** and \$1.19 billion for **National Network Grants**.
- \$16.9 billion for the **Federal Transit Administration**, including \$13.6 billion for **Transit Formula Grants** to expand bus fleets and increase the transit state of good repair, consistent with the Infrastructure Investment and Jobs Act; a total of \$2.6 billion for **Capital Investment Grants**, to create new transit routes nationwide, \$387 million above fiscal year 2022; and \$542 million for **Transit Infrastructure Grants and projects**, to assist transit agencies in purchasing low and no emission buses, improving urban and rural ferry systems, and carrying out local projects.

- \$896.1 million for the **Maritime Administration**, \$56.4 million above the President’s budget request, including \$318 million for the **Maritime Security Program**, \$60 million for the **Tanker Security Program**, and \$120.7 million to assist **State Maritime Academies**, including \$75 million for shore-side infrastructure to support the new schoolships. It also provides \$212 million for the **Port Infrastructure Development Program**, in addition to \$450 million in fiscal year 2023 advance appropriations.
- Community projects identified by more than 235 Members of Congress and 59 Senators on both sides of the aisle that increase the safety and viability of our airports, highways, rails, and transit systems.

Department of Housing and Urban Development (HUD)—For fiscal year 2023, the bill provides a total of \$58.2 billion for HUD – an increase of \$4.5 billion above fiscal year 2022. The legislation:

- Provides \$225 million to support the resiliency and preservation of manufactured housing and manufactured housing communities, home to more than 20 million low-income and working families living in America under the new **Preservation and Reinvestment Initiative for Community Enhancement (PRICE) program**. This level of funding also includes \$25 million to provide grants to assist in the redevelopment of manufactured housing communities as replacement housing that is affordable.
- Provides up to \$2.5 million for technical assistance for recipients of grants under the **PRICE program**, to strengthen urban and rural communities, Tribal communities, and areas prone to natural disasters.
- Provides \$85 million for a new competitive grant program that will reward communities that have made progress in improving inclusionary zoning practices, land use policies, and housing infrastructure that will ultimately increase the supply of affordable housing.
- Expands housing choice vouchers to nearly 12,000 low-income individuals and families experiencing or at risk of homelessness, including survivors of domestic violence and veterans, in addition to the 25,000 new vouchers provided in fiscal year 2022.
- Protects housing assistance for more than 4.8 million individuals and families to ensure they continue to remain in safe, stable, and affordable housing.
- Includes \$12.6 billion in funding for new affordable housing, critical health, safety, and maintenance improvements to ensure the safety and quality of public and low-income housing, including new support for manufactured housing, and community development activities, including \$258.3 million to construct over 2,800 new affordable housing units for seniors and persons with disabilities, \$1.5 billion in direct funding to states and local governments through the HOME Investment Partnerships Program, and significantly increases investments in distressed neighborhoods through the Choice Neighborhoods Initiative program.

The bill includes:

- \$30.3 billion for **Tenant-based Rental Assistance** to continue to serve more than 2.3 million very low- and extremely low-income households nationwide. This level of funding also includes \$50 million to expand housing assistance to nearly 12,000 low-income families, including individuals and families experiencing or at risk of homelessness, including survivors of domestic violence and veterans. A combined \$57.5 million is provided for the **HUD/VA Supportive Housing for Homeless Veterans** and **Native American Veterans** programs.
- \$8.5 billion for **Public Housing**, \$62.5 million above fiscal year 2022, including \$3.2 billion to meet the full annual capital accrual need in order to improve the quality and safety of public housing for more than 1.7 million residents.
- \$499 million for **Housing Opportunities for Persons with AIDS**, to protect housing for more than 45,600 low-income households living with HIV and services for more than 62,400 households, an increase of \$49 million above fiscal year 2022.
- Sustained investments to revitalize low-income housing and distressed communities through the **Choice Neighborhoods Initiative**, providing \$350 million, \$100 million above the President’s budget request.

Tab 8

Partner Updates

Mike Rubin

From: American Association of Port Authorities Events <info@aapa-ports.org>
Sent: Tuesday, February 21, 2023 4:18 PM
To: Mike Rubin
Subject: CEOs Give Perspective on State of Maritime Industry at AAPA's Legislative Summit—Guarantee Your Seat; Register Today



AAPA EVENTS

Legislative Summit: Strong Ports, Strong America

March 27-29, 2023

[#AAPADCSummit2023](#)
[#AAPAEvents](#)

Washington Marriott

Metro Center
775 12th Street NW
Washington, DC 20005

*You will only be able to secure your room at our negotiated group rate after registering for the program.

Register Today

Member

Regular: \$1,050

NEW SPEAKERS ANNOUNCED

New speakers confirmed for **AAPA's Legislative Summit: Strong Ports, Strong America.**

Held March 27-29 in Washington DC, this event brings together port industry professionals and high-level government officials to exchange ideas and discuss policy issues.

Attendees include legislators, regulators, administrators, and secretary-level decision-makers.

After 2022's tremendously successful summit, we again expect a full house in March.

Guarantee Your Seat

SPEAKER ANNOUNCEMENTS

CEOs will share their perspectives on the state of the maritime industry at **AAPA's Legislative Summit: Strong Ports, Strong America.**

Non-Member

Regular: \$1,200

PPM Candidate

Regular: \$796

Government Rate

Discount Rate: \$450

SPONSORSHIPS

Get your brand in front of port executives, industry leaders, and decision-makers! Learn about our high-visibility **sponsorship opportunities.**

TABLETOP EXHIBITS

Member

1 registration: \$2,500

2 registration: \$3,000

Non-Member

1 registration: \$3,000

2 registration: \$3,500

CONTACT US

For questions regarding AAPA Events, contact **Event Team.**



NEW! CEO of Great Lakes Dredge & Dock Corporation, LLC, Lasse Petterson



CEO of CMA-CGM North America, Peter Levesque



CEO of Terminal Investment Limited, Ammar Kanaan



NEW! CEO of Ports America, Matt Leech



NEW! CEO of Northwest Seaport Alliance, John Wolfe



NEW! In Conversation With: Supply Chain Reporter for The Washington Post, David Lynch



Former **Congressman Ryan Costello**, who was a senior member of the powerful Committee of Energy & Commerce, will share key insights at our first-ever Legislative Summit Lobbying Bootcamp—How to be an Effective Advocate for Your Port at the Federal Level.

Bootcamp will give attendees a chance to brush up on their skills as compelling storytellers in preparation to spend the final summit day on Capitol Hill engaging in important, small-group discussions with targeted, key members of Congress and their staff.

Attendees should opt-in for Hill Day during the registration process.



Rear Admiral Tim Gallaudet, former Administrator at NOAA and current CEO of Ocean STL Consulting, will join this year's summit as a Q&A moderator on Global Security with one of the summit's keynote speakers.

From 2017-2021, Rear Admiral Gallaudet served as the Assistant Secretary of Commerce for Oceans and

Atmosphere/Deputy NOAA Administrator (National Oceanic and Atmospheric Administration), and from 2017-2019, he also served as the Acting Under Secretary of Commerce for Oceans and Atmosphere/NOAA Administrator.

Agenda

OTHER HIGHLIGHTS

CEO Reception (Invite Only)

Main Stage Keynote Address: **Strong Ports, Strong America**

Overview of the House Transportation and Infrastructure Committee in the 118th Congress—Goals and Priorities

Main Stage Keynote Address: **Buy American Provisions**

Reception: Celebrating Seaport Champions

Powering our Ports—Securing Funding for Port Electrification Projects

The Importance of Passing the Customs and Border Patrol SPACE Act (This Year!)

The Priorities of the Congressional PORTS Caucus in the 118th Congress

Remarks: **Department of Agriculture Policies**

One Year On—The Implementation of the Bipartisan Infrastructure Law

How to be Effective Storytellers for your Ports

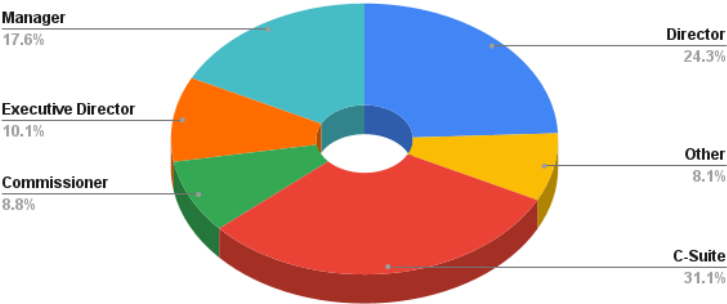
SHOWCASE YOUR BRAND

The Legislative Summit is the opportune event for highly-visible branding sure to be seen by Washington insiders as well as port commissioners and decision-makers. Attended by high-level federal

and state government officials including legislators, regulators, and administrators, take full advantage of the opportunities this summit provides by reserving your tabletop exhibit through the registration process.

Only a few tabletops are left. **Reserve on a first-come, first-served basis.**

Legislative Summit Attendees



Reserve Tabletop Exhibit

SPONSORS



ABOUT LEGISLATIVE SUMMIT

The annual AAPA Legislative Summit is the premier port industry government affairs and advocacy forum featuring general sessions on maritime industry trends relevant to all ports and U.S. policies.

The Legislative Summit brings together senior port executives from around the nation and federal government leadership to discuss critical national issues.

COVID POLICY



WEEKLY UPDATE

Legislative Session

FROM MARCH 10, 2023

The 2023 legislative session kicked off this Tuesday with the normal pomp and circumstance surrounding the opening ceremonies and the Governor's state of the state address. But this week has been far more than ceremonial, as both the House and Senate took significant action on the AIF top tier issue: tort reform. During Governor DeSantis' state of the state address he said "Florida's lawsuit happy legal climate is still holding us back. The legal system should be centered on achieving justice, not lining the pockets of lawyers."

Both Senate President Passidomo and House Speaker Renner had similar remarks during their opening remarks and took action to move significant tort reform bills through committees later in the week. SB 236 by Sen. Travis Hutson (R-Palm Coast) passed the Banking and Insurance Committee on Tuesday and HB 837 by Rep. Tommy Gregory (R-Lakewood Ranch) and Rep. Tom Fabricio (R-Miami Lakes) passed the Judiciary Committee on Wednesday.

The first week of the 2023 legislative session was a busy one for the AIF Advocacy Team, and you can read below about all the actions AIF took throughout the week.

At the bill filing deadline on Tuesday, 1,718 bills have been filed, and many could have impacts on Florida's business community. Over the past week, bills have been filed on immigration, technology transparency and other topics that AIF will be monitoring and working on where necessary.

CIVIL JUSTICE

SB 236/HB 837 - Civil Remedies

On Tuesday, March 7, [**SB 236**](#) by Senator Travis Hutson (R-Palm Coast) was heard in the Senate Banking and Insurance Committee and was reported favorable with a party line vote of 8 yeas and 3 nays. **AIF stood in support of this legislation.**

On Wednesday, March 8th, [HB 837](#) by Representative Tommy Gregory (R-Lakewood Ranch) was heard in the House Judiciary Committee and was reported favorable with a vote of 16 yeas and 8 nays. Republican Paula Stark (R-Kissimmee) joined all 7 Democratic members in opposing the bill. **AIF stood in support of this legislation.**

While there are some differences in the bills, both SB 236 and HB 837 seek to eliminate the cottage industry of trial lawyers and frivolous legal artists undermining the integrity of our civil justice system in Florida. Both bills address current loopholes in our laws and court procedures that keep their cottage industry alive by addressing 7 main issue areas.

- It will institute true transparency in damages so that juries base damages awards on the true cost of medical treatment instead of inflated bills.
- For third-party bad faith claims, it will allow a 60-day notice and right to cure, affirm that mere negligence does not amount to bad faith as well as require plaintiffs and their representatives to cooperate in good faith.
- It will change Florida's comparative negligence system so that a party who is more than 50 percent at fault for their own injuries may not recover damages.
- It will limit the use of a contingency fee multiplier for attorney fee awards so they may only be used in rare and exceptional circumstances.
- It will repeal Florida's one-way attorney fees.
- It will reduce the statute of limitations for negligence cases from four to two years.
- It will provide premises liability protection when someone is injured on a property owner's premises by a third party conducting a criminal act.

SB 236 will be heard on Tuesday, March 14th in the Senate Judiciary Committee.

HB 837 will now go to the House floor for consideration.

AIF supports legislation that will help eliminate unnecessary legal costs and provide much needed stability for Florida businesses and consumers. Florida has been labeled a "judicial hellhole" for far too long. Comprehensive 'tort reform' is needed to spur future investment and alleviate the concerns of those who fear the cost of doing business in Florida due to frivolous litigation.

EMPLOYMENT

SB 102/HB 627- Relating to Housing

On Wednesday, March 8th, Senator Alexis Calatayud (R-Miami) introduced [SB 102](#) on the Senate floor and passed unanimously with 40 yeas and 0 nays.

Also on Wednesday, the House companion, [HB 627](#) by Representative Demi Busatta-Cabrera (R-Coral Gables) and Vicki Lopez, (R-Miami) was heard by the House State Affairs Committee and was reported favorable by a vote of 18 yeas and 3 nays. **AIF stood in support of this legislation.**

These bills seek to address Florida's backlog of affordable and attainable workforce housing in the state. SB 102 and HB 627 will not only maintain the high level of funding for Florida's SHIP (State Housing Initiatives Partnership) and SAIL (State Apartment Incentive Loan) programs, but it will provide additional funding for SAIL and work to increase attainable and affordable housing options for Floridians throughout the state. These programs provide long-term, sustainable access to affordable housing.

HB 627 will now go to the House Appropriations Committee for consideration.

AIF supports legislation which allows for continued and more reliable access to affordable housing in underdeveloped communities. These proposals create jobs and broaden the economic impact of communities with historically low economic returns.

ENERGY

HB 529 – Relating to Natural Gas Fuel Taxes

On Tuesday, March 7, 2023, [HB 529](#) by Representative Jim Mooney (R-Islamorada) was heard by the House Energy, Communications & Cybersecurity Subcommittee and was reported favorably with 17 yeas and 0 nays. **AIF stood in support of this legislation.**

In 2014 the Florida legislature passed a measure that provided for a sales tax exemption for natural gas fuels until January 1st, 2024. HB 529 would extend this tax exemption until January 1st, 2026. Many logistical and industrial operators in Florida use natural gas fleets to service their customers. This relief has allowed Florida businesses to keep operating costs low, which trickles down to lower costs for consumers. In addition to the economic pros of HB 529, the

environmental impacts are very substantial. By providing more access to natural gas, we can cut down on Florida's overall carbon footprint. These cost-cutting measures keep Florida's business market competitive against other states, improve our energy independence, and retain jobs in the sunshine state.

HB 529 will now go to the Ways & Means Committee for consideration.

AIF supports legislation that reduces the state sales tax on commercial electricity and gas consumption. Reducing this expense is a good way to make Florida more attractive for businesses to locate in the state and lowers costs for consumers.

LEGAL AND JUDICIAL

HB 593 – Relating to Criminal History Information

On Tuesday, March 7, 2023 [HB 593](#) by Representative Spencer Roach (R-Fort Meyers) was heard by the House Criminal Justice Subcommittee and was reported favorable with 15 yeas and 1 nays. **AIF stood in support of this legislation.**

The bill revises the process for a court-ordered sealing of a criminal record to allow a person to petition a court to seal a criminal history record if the record has been automatically sealed by the State of Florida and the subject of the sealed record presents a certificate of sealing issued by the Florida Department of Law Enforcement.

HB 593 will now go to the Ethics, Elections and Open Government Subcommittee for consideration.

In order to prevent confusion and difficulty for employers and employees, AIF supports legislative efforts that allows individuals with sealed records at the State level to petition local government be sealed at the local level as well.

TELECOMMUNICATIONS

SB 626- Relating to Rural Electric Cooperatives

On Tuesday, March 7, [SB 626](#) by Senator Nick DiCeglie (R- St. Petersburg) was heard in the Senate Regulated Industries Committee and was reported favorable with a vote of 10 yeas and 0 nays. **AIF stood in support of this legislation.**

SB 626 seeks to create a level playing field in broadband deployment. Access to Cooperative Utility poles on reasonable terms and conditions is necessary for broadband services to be deployed in many areas across Florida. AIF believes parties should be encouraged to come to an agreement related to pole access and reasonable terms and conditions.

AIF supports the expansion of broadband services to all Floridians and supports legislation that seeks to promote that goal.

HB 761 – Relating to Telephone Solicitation

On Thursday, March 9th, [HB 761](#) by Representative Tom Fabricio (R-Miami) was heard by the House Regulatory Reform & Economic Development Subcommittee and was reported favorably with a vote of 12 yeas and 0 nays. **AIF stood in support of this legislation.**

HB 761 seeks to close a loophole created by a 2021 consumer protection bill that limited unsolicited telephone sales calls. While the 2021 bill has increased consumer protection, it has allowed for increased litigation on businesses contacting their customers for legitimate reasons. By creating a definition of “automatic telephone dialing system” and inserting some clarifying language, HB 761 will prevent crafty plaintiff’s bar attorneys from suing businesses attempting to legitimately contact customers. This bill will not remove any consumer protections originally passed in 2021.

HB 761 will now go to the House Civil Justice Subcommittee for consideration.

AIF supports legislative efforts removing loopholes that help to enrich trial lawyers at the expense of businesses that produce goods and services on which all Floridians rely.

GENERAL GOVERNMENT

SB 170- Relating to Local Ordinances

On Thursday, February 23rd, [SB 170](#) by Senator Jay Trumbull (R-Panama City) was introduced on the Senate floor and passed by a vote of 29 yeas and 11 nays.

SB 170 is a bill that would require counties and cities to prepare business impact statements for official review before a proposed ordinance can take effect. This is vital to securing a more free-market, business friendly, environment so businesses are protected from unnecessary, burdensome regulations. Additionally, this legislation requires a county or city to suspend an ordinance that is pending authorization by a court of law.

SB 170 is in House messages. Its companion bill, HB 1515 by Representative Robbie Brackett (R-Vero Beach) has not yet been heard.

AIF supports legislation which holds local governments accountable for the actions they take that can have a negative impact on businesses in their jurisdiction.

TRANSPORTATION

HB 645- Unmanned Aircraft Systems Act of 2023

On Friday, March 10th, [HB 645](#) by Representative Robbie Brackett was heard by the House Transportation and Modals Subcommittee and was reported favorably with 16 yeas and 0 nays.

AIF stood in support of this legislation.

The bill amends the definition of "critical infrastructure facility" to include a deepwater port or a railroad switching yard.

HB 645 will now go to the Criminal Justice Subcommittee for consideration.

AIF supports adding greater protection for Florida's deepwater ports and railyards by including them and their facilities as critical infrastructure in Florida law.

Mike Rubin

From: Cecile Entleitner <centleitner@blakey-agnew.com>
Sent: Monday, March 06, 2023 1:59 PM
Subject: CAGTC: Save the Date - 2023 Annual Meeting May 17 & 18

Dear CAGTC Members,

Join us in Washington, DC on May 17 & 18 for CAGTC's 2023 Annual Meeting! Our meeting will take place at the AC Hotel Washington DC Capitol Hill Navy Yard, just blocks from USDOT and Capitol Hill. May 17 will be open to the public, with our Goods Movement Reception to take place that evening. May 18 is reserved for CAGTC members only (that includes your Board of Directors and any staff at your organization as well as your Washington-based representation). Both days are free to attend. As always, we will have an exciting schedule of events planned for you – please stay tuned for registration information, agenda updates, and other event details!

To add the meeting dates to your calendar, please click [here](#).

THANK YOU to our 2023 event sponsors: the Port of Los Angeles, Port of Vancouver USA, and the Intermodal Association of North America (IANA). **Sponsorship opportunities are still available!** Please see below for sponsorship information.

Hotel information

CAGTC has secured a block of rooms at the AC Hotel Washington DC Capitol Hill Navy Yard (a Marriott property) on the evenings of May 16 and May 17. The guaranteed rate is \$299 per night for bookings made under the block through April 21. Reservations can be made online [here](#) or by calling 202-984-2454. If you are reserving by phone, please identify yourself as a member of the Coalition for America's Gateways & Trade Corridors Annual Event group.

Sponsorship for the 2023 Annual Meeting: Your sponsorship allows us to keep the Annual Meeting free and open to the public, ensuring that our freight message is heard by transportation decision makers in Washington D.C. and across the country. Please see the list of available sponsorships, as well as the benefits each levels receives, below and please let me know if your organization can contribute. If you have any questions, please don't hesitate to reach out.

❖ **Platinum Sponsorship: \$5,000**

- Prominent display on all meeting materials and signage
- Special recognition as a Platinum Sponsor in CAGTC remarks
- Speaking/Introductory role for VIP attendee
- Platinum sponsors will also have their organization logos placed on conference keepsake

❖ **May 17 Reception Hosts: \$4,000 (*limited to three hosts*)**

- Logo on May 17 reception invitations to elected public officials and stakeholders and reception signage
- Prominent display on all other meeting materials and signage
- Special recognition as a sponsor in CAGTC remarks

❖ **Gold Sponsorship: \$3,000**

- Prominent display on all meeting materials and signage
- Special recognition as a Gold Sponsor in CAGTC remarks
- Speaking/Introductory role for VIP attendee

❖ **Silver Sponsorship: \$2,000**

- Prominent display on all meeting materials and signage
- Special recognition as a Silver Sponsor in CAGTC remarks

❖ **Bronze Sponsor: \$1,000**

- Prominent display on all meeting materials and signage

We look forward to seeing you in Washington!

Thank you,
Cecile

Cecile Entleitner
Manager, Member Communications & Policy

Coalition for America's Gateways and Trade Corridors
1625 K Street NW
Suite 1100
Washington, DC 20006
tradecorridors.org
T: (202) 828-9100
C: (850) 766-2411

Join us in Washington on May 17 & 18 for our Annual Meeting!
<https://tradecorridors.org/about/annualmeeting/>



FLORIDA TRANSPORTATION, GROWTH & INFRASTRUCTURE SOLUTION SUMMIT

APRIL 19, 2023 | WYNDHAM LAKE BUENA VISTA RESORT | 9:00AM-4:00PM EDT

Please join us for the Welcome Reception & Global Dinner, beginning April 18 at 6:00PM

SOLUTION SUMMIT AGENDA

Official Welcome

State of Play: Building & Growing Florida the Right Way

Mark Wilson, *President & CEO, Florida Chamber of Commerce & Foundation*

Economic Outlook

Dave Sobush, *CEcD, Director of Research, Florida Chamber of Commerce & Foundation*

Federal Infrastructure & Florida's Opportunity

Ananth Prasad, *President, Florida Transportation Builders' Association*

Moving Florida Forward: \$4 Billion Infrastructure Investment

TL2030: An Update on Growing Florida to Top 10

Doug Davidson, *Market Executive, Bank of America*

Florida's Priority on Trade, Logistics and Manufacturing

Florida: The Manufacturing State

The Talent Wave

Gateway to Global Florida

Reimagining Rural Site Development

Cathy Chambers, *Director, Economic Development, Florida Power & Light* | Marc Hoenstine, *Managing Director of Economic Development, Duke Energy*

NETWORKING LUNCH

Keynote: Cities of the Future - Resiliency 2.0

Dr. Jennifer Languell, *Kitson & Partners*

Autonomous Florida: Building the Mobility Capital of the World

Miami to the World

Florida Railways

A Launchpad for Florida's Future

Re-Designing Economic Toolkit

Building a Better Florida

Florida Water Quality Talk

Moderator: Bryce Mendenhall, *President, Sunshine Water Services*

Diversified Energy

Closing Remarks

Mark Wilson, *President & CEO, Florida Chamber of Commerce & Foundation*

PROGRAM ENDS - 4:00 PM



THANK YOU TO OUR SPONSORS

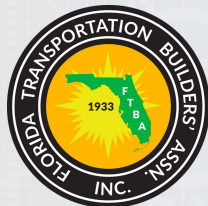
PRESENTING SPONSOR:



TITANIUM SPONSOR:



SILVER SPONSORS:



ENTERPRISE
FLORIDA®

Anexo

Cole to San Pablo Expo

Anexo

Cole to San Pablo Expo

FLORIDA
THE FUTURE IS HERE



FLORI
THE FUTURE



FRAMEWORK FOR FREEDOM

A stylized, handwritten signature in white ink, consisting of the letters 'R', 'C', and 'D' intertwined. It is centered between two horizontal red lines.

FISCAL YEAR 2023-2024

Governor's Office of Policy and Budget Transportation and Economic Development



DEPARTMENT OF
MILITARY AFFAIRS
The home of the Florida National Guard



Department of Economic Opportunity

Department of Transportation

Division of Emergency Management

Department of State

Department of Highway Safety and Motor
Vehicles

Department of Military Affairs

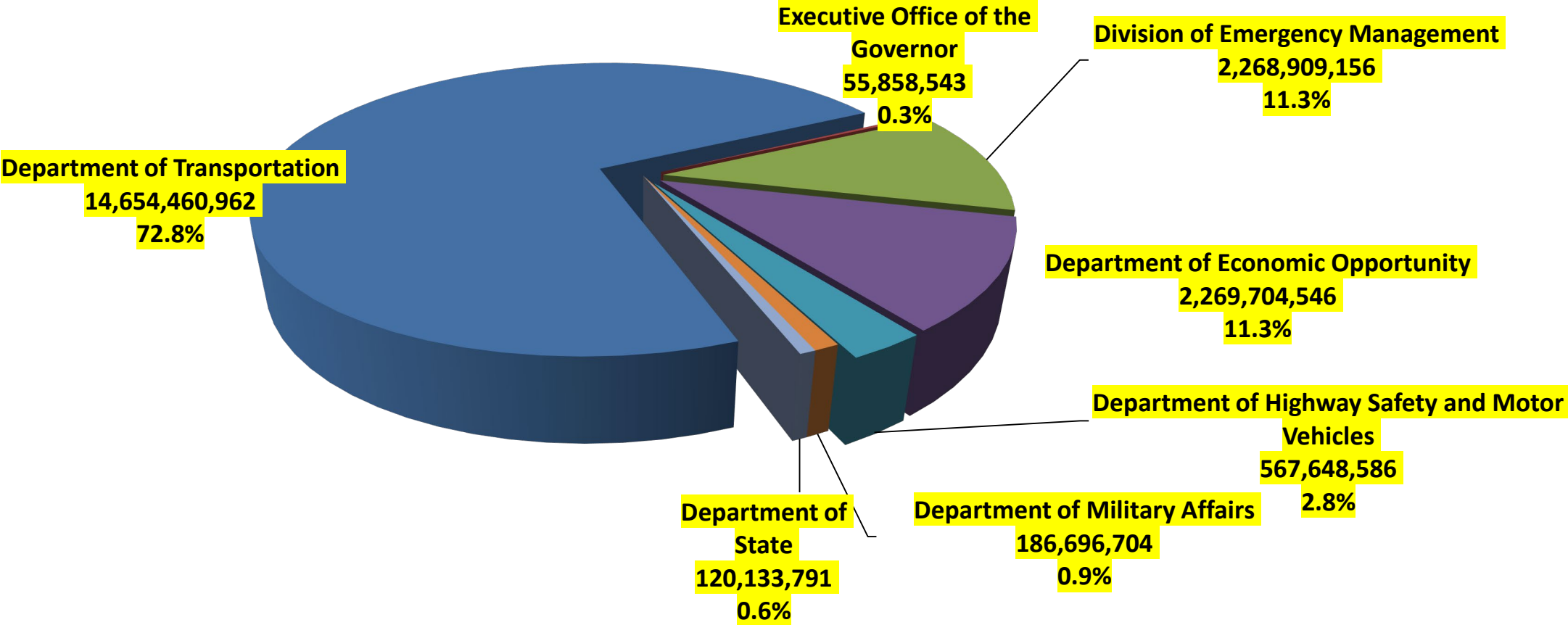


GOVERNOR RON DESANTIS
FISCAL YEAR 2023-2024 BUDGET

FRAMEWORK FOR FREEDOM

Transportation and Economic Development

Total Budget - \$20.1 Billion



Fiscal Year 2023-2024			
Agency	General Revenue	All Funds	Positions
DOT	\$12 Million	\$14.7 Billion	6,147
EOG/DEM	\$340 Million	\$2.3 Billion	538
DEO	\$378 Million	\$2.3 Billion	1,500
DOS	\$85.2 Million	\$120 Million	473
HSMV	\$0.00	\$567.6 Million	4,360
DMA	\$144.2 Million	\$186.7 Million	466
TOTALS	\$959.4 Million	\$20.1 Billion	13,484

Department of Transportation \$14.7 Billion Proposed Budget

Major Issues Funded	Amount
Historic State Transportation Work Program	\$13.4 Billion
➤ Highway Construction to include 119 new lane miles	\$5.4 Billion
➤ Resurfacing to include 2,657 lane miles	\$1.6 Billion
➤ Scheduled Repair and Replacement of Bridges	\$553.2 Million
➤ Aviation Improvements	\$405.8 Million
➤ Rail and Transit Funding	\$807.4 Million
➤ Seaport Investments	\$150.5 Million
➤ Safety Initiatives	\$236.5 Million

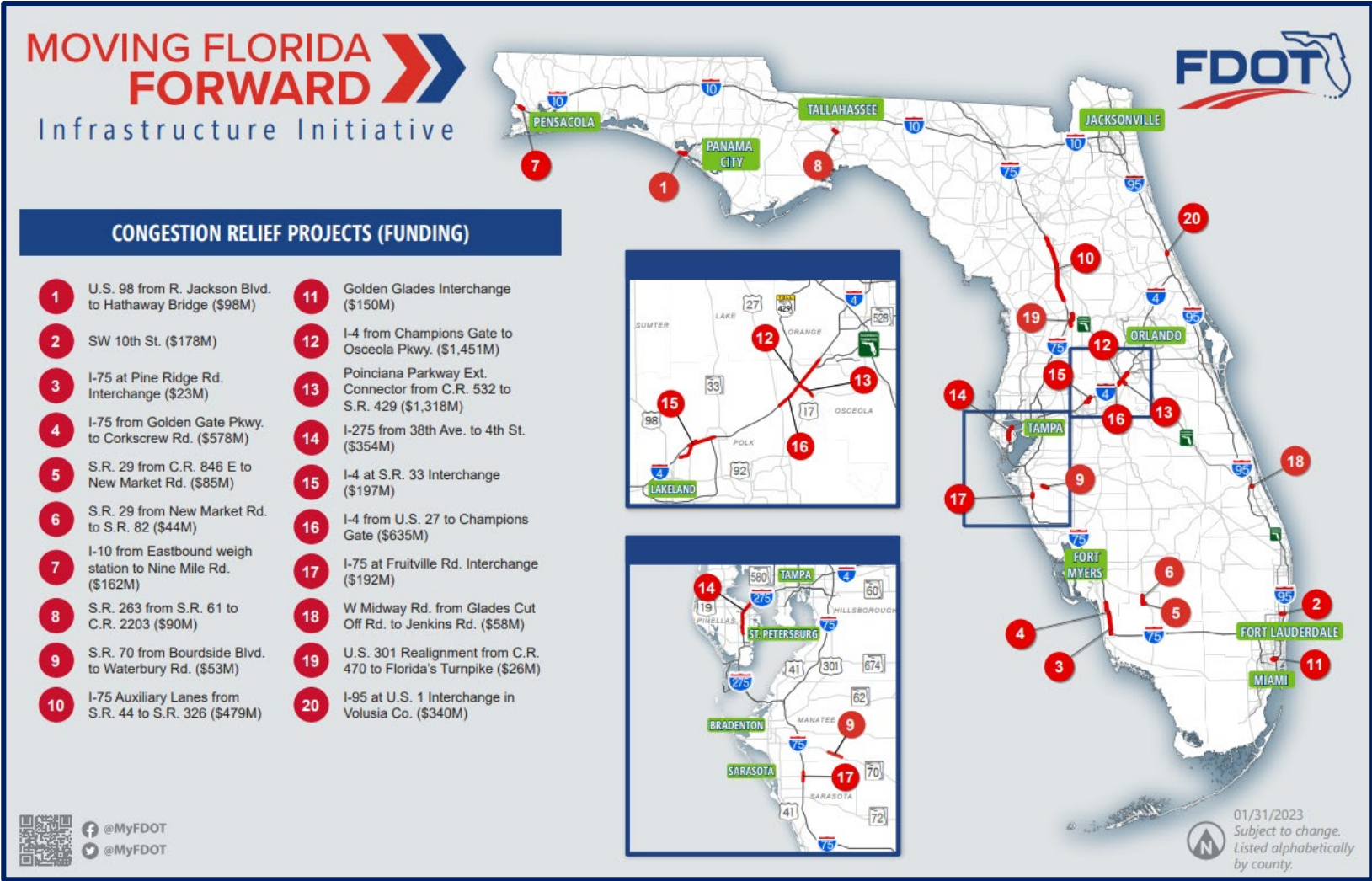
Department of Transportation

Historic Infrastructure Advancement

Invests \$4 billion of General Revenue surplus, leveraged for a total of \$7 billion, for the Moving Florida Forward Infrastructure Initiative to accelerate 20 priority transportation projects over the next 4 years.



GOVERNOR RON DESANTIS
FISCAL YEAR 2023-2024 BUDGET



FRAMEWORK FOR FREEDOM

Department of Economic Opportunity

\$2.3 Billion

Major Issues Funded	Amount
Affordable Housing Programs (SAIL, SHIP, Hometown Heroes)	\$502.7 Million
Community Development Block Grant (CDBG)	\$362.6 Million
Florida Job Growth Grant Fund	\$100 Million
VISIT Florida	\$100 Million
State Small Business Credit Initiative-Phase Two	\$170.9 Million
Law Enforcement Recruitment Bonus Payment Program	\$30 Million
Broadband Equity, Access, and Deployment (BEAD) Program	\$100 Million
Assistance to Households (LIHEAP, LIHWAP, and WAP)	\$79.3 Million

OFFICE OF POLICY AND BUDGET

Brian Mimbs

***Policy Coordinator, Transportation and Economic
Development Unit***

Executive Office of the Governor

(850) 717-9513



Tab 9

Other Issues

Tab 10

Adjournment