

II. FISCAL IMPACT ANALYSIS

A. Five Year Summary of Fiscal Impact: N/A

Fiscal Years	20____	20____	20____	20____	20____
Capital Expenditures	_____	_____	_____	_____	_____
Operating Costs	_____	_____	_____	_____	_____
External Revenues	_____	_____	_____	_____	_____
Program Income (County)	_____	_____	_____	_____	_____
In-Kind Match (County)	_____	_____	_____	_____	_____
NET FISCAL IMPACT	*	_____	_____	_____	_____
No. ADDITIONAL FTE POSITIONS (Cumulative)	_____	_____	_____	_____	_____

Is Item Included In Current Budget? Yes _____ No _____
 Budget Account No.: Fund _____ Department _____ Unit _____
 Object _____ Reporting Category _____

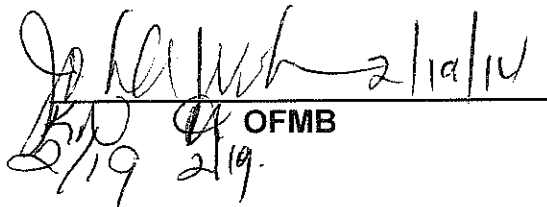
B. Recommended Sources of Funds/Summary of Fiscal Impact: N/A

* There is no fiscal impact associated with this item.

C. Departmental Fiscal Review:

III. REVIEW COMMENTS

A. OFMB Fiscal and/or Contract Dev. and Control Comments:

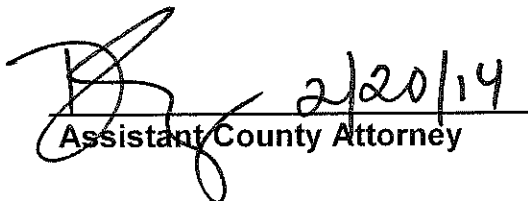


 OFMB
 2/19 2/19



 Contract Dev. and Control


B. Legal Sufficiency:



 Assistant County Attorney

C. Other Department Review:

 Department Director



**Palm Beach County
2014/2015
Federal Agenda**

Board of County Commissioners



**Priscilla A. Taylor, Mayor
Paulette Burdick, Vice Mayor
Hal R. Valeche
Shelley Vana
Steven L. Abrams
Mary Lou Berger
Jess R. Santamaria**



Robert Weisman, County Administrator

**Todd Bonlarron, Legislative Affairs Director
301 North Olive Avenue, 11th Floor
West Palm Beach, Florida 33401
(561) 355-3451**

PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS



PRISCILLA TAYLOR
MAYOR
DISTRICT 7
561/355-2207
PTAYLOR@pbcgov.org



PAULETTE BURDICK
VICE MAYOR
DISTRICT 2
561/355-2202
PBURDICK@pbcgov.org



HAL R. VALECHE
DISTRICT 1
561/355-2201
HVALECHE@pbcgov.org



SHELLEY VANA
DISTRICT 3
561/355-2203
SVANA@pbcgov.org



STEVEN L. ABRAMS
DISTRICT 4
561/355-2204
SABRAMS@pbcgov.org



MARY LOU BERGER
DISTRICT 5
561/355-2205
MBERGER@pbcgov.org



JESS SANTAMARIA
DISTRICT 6
561/355-6300
JSANTAMA@pbcgov.org

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TRANSPORTATION

AIRPORT CUSTOMS

The Department of Airports has had discussions with US Customs and Border Patrol officials in an effort to provide Customs service at our main terminal after 4:00pm. Several airlines have requested additional international service at PBIA but are unable to provide the service since Customs officers only work at the main terminal until 4:00pm.

The Department of Airports has submitted plans to CBP for expansion of our Federal Inspection Station in anticipation of additional international service. Our marketing efforts include meetings in Europe with international airlines for service to PBIA in addition to visits to all US domestic airlines who serve international destinations. However, if CBP cannot or will not provide service at PBIA's main terminal after 4:00pm, it becomes difficult if not impossible to have expanded international service at PBIA.

The FY 2014 Omnibus Appropriations Bill included funding for 2,000 additional Customs agents. In addition, the bill included Sec. 559, which allows CBP to enter into reimbursable fee agreements with government entities at ports of entry for customs services.

Continue to work with US Customs to provide flexibility in securing additional officers for international travel entering PBIA after 4:00pm.

The FY 2014/15 budget expands a pilot program that will allow 5 airports per year to seek additional services from Customs on a reimbursement basis. Additionally new funding in the 2014 appropriations bill will allow for expansion of additional agents in certain locations.

PILOT SAFETY STANDARDS/FAA RULES

The Federal Aviation Administration issued two new rules in 2010 that became effective in mid 2013 and in Jan 2014. The rules were issued as a result of a commercial plane crash that was blamed in part due to tired pilots and poor training. The recent rest rule requirement provides pilots with more rest between flights. The result is airlines have hired more pilots and have had to pay more to get them.

The earlier rule, effective August 2013, requires new co-pilots to undergo an additional 1250 hours of training than previously required. This has resulted in some regional airline carriers to struggle in finding qualified co-pilots. Work with regional airlines such as Silver Airways to encourage the FAA to allow greater access for new pilots to obtain their flying certification.

ROAD CONSTRUCTION, RAIL ENHANCEMENTS AND TRAFFIC ENGINEERING

QUIET ZONES ON FEC RAIL

All Aboard Florida is developing a privately owned, operated and maintained intercity passenger rail service. Stations are currently planned for the downtowns of Miami, Fort Lauderdale, West Palm Beach and the future Intermodal Station at the Orlando International Airport. While the rail will be privately funded, including safety upgrades to the track crossings, quiet zones are not included in the cost of the upgrades.

A quiet zone is a railroad grade crossing at which trains are not required to sound their horns in order to decrease the noise level for nearby residential communities. The train horns can be silenced only when other safety measures compensate for the absence of the horns.

Palm Beach County has 116 public FEC grade crossings. When All Aboard Florida launches its daily passenger service from Miami to Orlando, the rail will carry an additional 32 trains per day. That could translate into a lot of new train noise. Florida Department of Transportation estimates it could cost nearly \$14 million to pay for safety upgrades at crossings to allow those quiet zones in the County. The price could be higher if local governments are forced to fund upgrades to the crossings located in the AAF Sealed Corridor.

The Palm Beach County Metropolitan Planning Organization has committed \$6.6 million for the quiet zone improvements.

Palm Beach County requests funding from the state and federal government to fund the remaining balance of quiet zone construction. Two possible options are funding through the TIGER grant application being submitted or through any MAP 21 funds available.

TRAFFIC CALMING – (CCRT AREAS)

In an effort to make specified CCRT areas safer, more pleasant, and more livable, traffic calming funds are requested to help reduce accidents, collisions, noise, vibration, pollution, and crime. Work with the Federal Highway Administration to identify Highway Safety Improvement Program (HSIP) funds that can be used to fund this project.

GLADES ROAD CONSTRUCTION/STREET REPAIR – PHASE TWO - \$2,500,000

More than any other issue facing Belle Glade, South Bay and Pahokee today, the repair and rebuilding of streets are the cities number one concern. The three cities have outlined road

resurfacing and reconstruction projects on Collector/Residential Roadways totaling. State legislators were successful in securing \$1 million last year for phase one of the projects. Support the tri-cities request to continue repair and maintenance on these roads essential for future economic recovery in the region.

HIGHWAY BILL

Transportation committees will devote much of the year drafting legislation to reauthorize highway programs, which expire at the end of fiscal 2014. Counties own and maintain more than 1.8 million miles or 44 percent of America's public road miles.

One of the key issues is how to bridge the anticipated shortfall in the highway trust fund, which is currently supported by gasoline taxes.

Congress should provide long-term certainty and increase transportation infrastructure investments by enhancing the Federal gas tax or finding alternative sources of revenue to make the Highway Trust fund solvent.

ENVIRONMENTAL & NATURAL RESOURCES

GLADES CITIES WATER INFRASTRUCTURE PROJECT

The Cities of Belle Glade, Pahokee and South Bay are located in a socio-economically disadvantaged area of Western Palm Beach County. Prior to 2008, their source of water was Lake Okeechobee, an unreliable and poor quality source. The County constructed a \$58 million dollar regional water plant using a reliable brackish water source and reverse osmosis technology to improve water quality in the area. Unfortunately, the water infrastructure (pipelines) in all three cities is aged, was poorly constructed and has succumbed to the corrosive characteristics of the local soil. As much as 40% of the water being produced by the plant is leaking into the ground, compromising overall water quality. Furthermore, the deteriorating and undersized pipes of the system have problems providing adequate pressure (minimum 20 psi) during maximum daily flow conditions, particularly during fire flow events. There is considerable piping in each community that needs to be replaced to stem the leakage and improve operating pressures. These improvements are desperately needed in order to preserve the high quality of the water from the new plant and to maintain adequate fire flow pressures in the system protecting the public health and safety of the citizens of the three cities. The Glades Cities Water Infrastructure Project to construct these improvements to the water system is

\$25 million (\$5 million over 5 years), the county requests federal matching assistance of \$1 million per year.

WATER RESOURCES DEVELOPMENT ACT (WRDA)

H.R. 3080, Water Resources Reform and Development Act of 2013 (WRRDA 2013) as passed by the House, and S. 601, Water Resources Development Act of 2013 (WRDA 2013) as passed by the Senate, are both omnibus authorization legislation focused primarily on water resources development activities and practices of the U.S. Army Corps of Engineers. The two bills address many similar issues, but often propose different approaches.

Support continued conference negotiations between the House and Senate that includes:

- \$2 billion in new authorization, including \$1.2 billion for Florida. The Florida projects are for the ports of Jacksonville and Cape Canaveral and for Everglades CERP projects (C-43, C-111, Biscayne Bay Coastal Wetlands and Broward Water Preserve.)

Other provisions that should be supported in the WRRDA Conference report:

- Authorizing Everglades restoration projects, either by name or by reference to those projects for which Chief's Reports have been completed.
- Creating a procedure for later authorization of projects under review at the time of passage of the Act, such as the Central Everglades Planning Project.
- Allowing non-federal sponsors to receive reimbursement or in-kind credit for project expenditures incurred before the execution of a Project Partnership Agreement with the Army Corps of Engineers.
- Creating an evaluation procedure for federal shore protection projects nearing the end of their 50-year federal authorization and allowing the Assistant Secretary of the Army to extend the authorization for an additional 15 years.
- Supporting the potential use of nonstructural alternatives, such as dunes, wetlands, marshes, reefs, mangroves, and other natural features.
- Creating a Water Infrastructure Finance and Innovation Authority (WIFIA).

ENVIRONMENTAL PROJECTS

BEACH RESTORATION

Continue to work with the federal government to support funding for the following federally authorized beaches in Palm Beach County.

Continue to work with the federal government to provide needed beach renourishment and storm protection to storm damaged and eroded beaches. Support funding for the Palm Beach County Shore Protection Project, which is made up of the following segments:

JUPITER CARLIN

Palm Beach County is requesting \$12,268,000 for planning, engineering, design, permitting, construction, project management, and monitoring for the Jupiter/Carlin Segment of the Palm Beach County, Florida Shore Protection Project. The funding will be used for the second renourishment of the beach adjacent to Jupiter Inlet in Palm Beach County. 80% of the beachfront is public park or hotel. The County received \$581,000 for initial permitting and engineering in 2010.

Additionally, the draft 934 decision document for the Jupiter/Carlin project, has been pending in the Jacksonville office for the past 16 months. The County requests immediate action on that document.

OCEAN RIDGE

Palm Beach County is requesting \$1,500,000 for the Ocean Ridge Segment of the Palm Beach County, Florida Shore Protection Project. The funding is a reimbursement request that was used for the renourishment of the beach adjacent to the South Lake Worth Inlet in Palm Beach County.

BOCA RATON AND DELRAY BEACH

Support \$4,500,000 for Boca Raton and \$6,000,000 for Delray Beach of local funding advanced from previous projects has not been reimbursed due to lack of specific appropriations and/or their low ranking on the Corp's annual work plan.

CLIMATE COMPACT

SOUTHEAST FLORIDA REGIONAL CLIMATE CHANGE COMPACT

For the purpose of continued regional collaboration and joint advocacy with the Regional Climate Change Compact Counties of Palm Beach, Broward, Miami-Dade and Monroe, the Board renews support for the Southeast Florida Regional Climate Change Compact Counties Federal Climate Legislative Program and affirms its support for the Compact Counties' 2014 Federal Energy and Climate Legislative Program, including the following specific provisions:

Infrastructure Investments:

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

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

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

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

Adaptation and Resilience:

SUPPORT – Congressional recognition of adaptation as a critical climate change issue in the development of all legislation and appropriations priorities.

SUPPORT – specific recognition in federal legislation of land use designations made by local governments for the purposes of building community resilience, such as the Adaptation Action Areas (AAAs) defined in Chapter 163, Florida Statutes, and the

development of regulations that give priority consideration to local land use designations for climate-resilient investments.

SUPPORT – federal grants, technical support, and other services to aid community planning that incorporates sustainability and climate adaptation practices.

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

SUPPORT – funding for weatherization programs provided by the U.S. Department of Energy to harden buildings against windstorm impacts.

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

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

Program Cuts and Restrictions:

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

Climate and Energy Research:

SUPPORT – creation of a National Climate Service within the National Oceanic and Atmospheric Administration (NOAA) as a means of providing climate-related science and technical products needed by state and local governments to prepare for the potential impacts of global climate change.

SUPPORT – continued funding for the US Global Climate Change Research Program and the completion of its National Climate Assessment process currently underway under the auspices of the US Global Change Research Act of 1990.

SUPPORT – funding to ensure that the Joint Polar Satellite System (JPSS) is launched as quickly as possible.

SUPPORT – funding for a “gap-filling” weather satellite to provide critical data between the end of the current polar satellite’s lifetime and the launch of the next-generation Joint Polar Satellite System.

SUPPORT – funding for advanced energy research programs.

Energy and Emissions

SUPPORT – reauthorization of and renewed funding for the Department of Energy’s Energy Efficiency and Conservation Block Grant (EECBG) Program.

SUPPORT – continued funding for the U.S. Department of Energy to support the Southeast Florida Clean Cities Coalition and funding for implementation of projects developed under the Clean Cities Community Readiness and Planning for Plug-in Electric Vehicles and Charging Infrastructure, Funding Opportunity Number, DE-FOA-0000451 (Drive Electric Florida & US-1 Corridor Pilot Project).

SUPPORT – continued funding for the U.S. Environmental Protection Agency to support the Southeast Diesel Collaborative and the National Clean Diesel Funding Assistance Program.

Property Assessed Clean Energy (PACE):

The Board supports federal legislation that furthers local Property Assessed Clean Energy (PACE) programs, specifically by removing barriers to PACE and similar programs for residential properties.

Oil Exploration and Drilling:

The Board opposes oil drilling and exploration in federal waters on Florida’s Outer Continental Shelf and within the Everglades.

Everglades Restoration:

The Board supports the reintroduction and passage of the Everglades for the Next Generation Act, which would expedite implementation of projects related to the Comprehensive Everglades Restoration Plan.

The Board also supports a continued focus on Everglades Restoration as essential component of protecting regional water supply and building regional climate resilience.

Tax Policy

SUPPORT – renewal of tax incentives for renewable energy production.

SUPPORT – the elimination of federal subsidies for oil and gas production.

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

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

COMPREHENSIVE EVERGLADES RESTORATION PROJECT/HERBERT HOOVER DIKE

The federal share of the Comprehensive Everglades Restoration Plan (CERP) should be sufficient to fully implement all plan components at the agreed upon cost share in accordance with adopted project schedules.

The failure of the Herbert Hoover Dike surrounding Lake Okeechobee could have disastrous effects on the surrounding region, including Palm Beach County. Reports have indicated that the Dike does not meet federal safety standards and may pose a threat to people and the environment. The Dike is currently undergoing rehabilitation with an estimated date of completion of 2030. The Board also supports any and all actions by the federal government to expedite full rehabilitation of the Herbert Hoover Dike.

The FY 2014 Omnibus Appropriations Bill included funding for the South Florida Ecosystem Restoration. The President's FY-2014 budget request for the South Florida Ecosystem Restoration was \$88M for construction but only \$46,632,000 was appropriated. The Operation & Maintenance budget was also cut from a requested \$9M to \$7.27M. However, the Herbert Hoover Dike Seepage Control project was fully funded at the President's request of \$86 million.

In 2015, continue to support \$86 million for the Hoover Dike rehabilitation and \$88 million for Everglades Restoration.

PUBLIC SAFETY & DISASTER RELIEF

SOBER HOMES

The Department of Housing and Urban Development (HUD) is charged with the interpretation of the Fair Housing Amendments Act. There is an urgent need for clarification from HUD regarding the language within the Fair Housing Amendments Act (“the Act”) and its application to sober homes. The courts have applied the Act inconsistently over the years and this has caused a great burden to be placed upon the states and local governments, some of which are currently facing over-concentration of sober homes in their single-family residential communities.

With a lack of regulation and/or oversight of such homes or their operators, there has been increasing abuse and exploitation of the patients/residents in the sober homes by the operators. Therefore, there is a real need for clarification from HUD regarding what actions, if any, may be taken by states and local governments in order to protect the health, safety, and welfare of both the residents of the homes and the surrounding areas.

The following clarifications to the Fair Housing Amendments Act could be helpful:

- provide a better definition of “currently using drugs or alcohol”
- provide that sober homes may be somewhat limited in single family zoning districts everywhere due to the more frequent turnover of a sober house dwelling unit
- provide for limitations of sober houses within single family zoning districts by providing an allotted percentage of sober houses to non-sober houses within each single family zoning district or by limiting them by location (no closer than 500 feet from one another) in order to avoid overconcentration of sober houses in single family zoning districts only
- provide clarification that sober houses must comply with the local zoning regulations pertaining to the number of unrelated persons allowed per dwelling unit.

PORT SECURITY FUNDING

Monitor grant opportunities for port security funding. The FY 2014 Omnibus includes \$1.5 billion for State and Local Programs, which includes funding for several stand-alone DHS/FEMA grant programs, including: state homeland security grants, UASI, Port Security, and Fire Grants. The program would be administered primarily through formula

allocations to the states, but would also entail competitive grants to states and regions for specific policy areas, including critical infrastructure, counterterrorism, and transportation.

FEMA FUNDING FOR PARKS & RECREATION/PRE-DISASTER MITIGATION PROGRAMS

Monitor any legislation concerning reauthorization of the Disaster Relief and Emergency Assistance Act particularly language that would have a significant negative impact on parks and recreation areas. Specifically language should be opposed that denies funding under the Stafford Disaster Relief and Emergency Act for disaster relief to parks, recreation departments, beaches and other similar entities. Also, monitor any proposals for FEMA to offer pre-disaster mitigation pilot grants in communities throughout the nation (a total of \$220 million was authorized over a 6-year period).

LAW ENFORCEMENT FUNDING (BYRNE GRANTS, GANG VIOLENCE & REENTRY PROGRAMS)

The Criminal Justice Commission administers the federal block grant allocations from the Dept. of Justice for Palm Beach County. They include the Edward Byrne Memorial Law Enforcement Fund and the Local Law Enforcement Block Grant Fund. Monitor the Byrne Law Enforcement Funds and the Local Law Enforcement Block Grant to keep these allocations separate and to restore previous year funding cuts.

Some of the FY14 law enforcement funding highlights include the creation of a new \$75 million grant program through NIJ to make investments in and research the effectiveness of school security measures. Byrne JAG program is funded at \$344 million, an \$11 million increase over last year. DHS State and Local Grants are funded at \$1.5 billion, an increase of \$35.4 million above the 2013 enacted level. COPS funding is up slightly from \$212 million in FY13 to \$214 million in FY14.

Support the President's proposed FY15 spending plan, which includes funding for COPS hiring and Byrne Justice Assistance Grants.

Support community-based violence prevention initiative intended to reduce gun and other violence among youth gangs that should be pursued for local programs in Palm Beach County.

For prisoner reentry and diversion programs, the FY13 Justice Department proposed budget of \$153 million would include \$80 million for Second Chance Act programs and \$52 million for grants supporting drug courts, mental health services and other diversion programs. In addition, the Labor Department would provide \$85 million for reintegration of ex-offender training programs, slightly more than the \$80 million available this year, and the Education Department would provide \$17 million for workplace and community

training grants for incarcerated individuals, the same as is available this year. Support programs that promote re-entry programs.

MENTAL HEALTH SERVICES FUNDING

The Board supports the continued appropriation of funds for mental health services. It is estimated that untreated and mistreated mental illness costs American business, government and taxpayers \$113 billion annually. Continue to support efforts to develop evidence based community care that is accessible to all as well as treatment models that provide for a coordinated continuum of care for patients. Funding efforts should not be solely focused on treating those with the most disabling forms of mental illness, but rather a range of prevention, wellness, and crisis treatment as well as educational outreach to reduce the stigmatism surrounding mental health.

FEDERAL CATASTROPHIC INSURANCE

For years members of Congress from Florida and other coastal states have proposed creating a regional or national catastrophe fund to pool the risk for states and reduce the burden on taxpayers from natural disasters.

Under a current House proposal, a portion of homeowner's insurance premiums in participating states would be used to create a national fund. It would provide reinsurance for state disaster funds, and it would be financially backed if necessary by the federal government.

Federal Catastrophic Insurance could be modeled similar to the Federal Flood Insurance Fund and could cover hurricanes, floods, tornados, earthquakes, and other natural disasters.

Support amending the National Flood Insurance Program (NFIP) to allow multi-peril coverage from a national catastrophic insurance fund.

INSURANCE AND MAPPING FOR FLOOD AREAS

Support changes similar to H.R. 3693, S. 1846, SB 1926 or HR 3370 that would delay the flood insurance premium increases for properties affected by FEMA remapping.

Legislation should, at a minimum, delay most of the flood insurance premium increases associated with the Biggert-Waters Act until after a study on flood insurance affordability can be conducted by the Federal Emergency Management Agency (FEMA) to guarantee the flood maps are accurate. That study and congressional review are expected to take roughly four years.

Additionally, funding should be allocated to the ongoing flood mapping. The recently enacted Consolidated Appropriations Act of 2014 (Act) provides millions of dollars in funding to continue the floodplain mapping effort and ensure that the final maps are based on the best available science and technical data, as well as a delay in rate increases for property owners who will find themselves newly located in flood hazard zones as a result of the new maps. As Palm Beach County stakeholders have worked diligently to provide updated technical information in a timely and efficient manner to assist FEMA in its mapping efforts, the County should be at the top of the list for receipt of this new source of funding.

VETERANS/PENSION POACHER

Language sponsored by Congressman Tom Rooney and included in HR 2189 provides criminal penalties against any person who solicits, contracts for, charges, or receives any fee or compensation from a veteran other than that currently permitted under law.

Individuals known as “pension poachers” are those who charge to ostensibly assist seniors with applying for benefits, but often times are trying to do little more than prey on America's elderly and disabled veterans. Support legislation that would make it easier to identify individuals participating in these types of scams that have compromised a veteran’s ability to receive their pension benefits.

HR 2189 passed the House of Representatives in October 2013. Support similar legislation to be considered in the Senate.

FUNDING FOR ENHANCED LIGHTING IN HIGH CRIME AREAS

In an effort to continue promoting safety in high crime areas, grant opportunities should be created to enhance lighting in these areas.

ECONOMIC DEVELOPMENT & FINANCE

TAX EXEMPT STATUS OF MUNICIPAL BONDS

As Congress and the Obama administration work to reduce the federal deficit, one of the issues being discussed would threaten the tax-exempt status of municipal bonds. This is a major concern to counties across the nation as these bonds are used to fund infrastructure projects at the state and local levels.

Since the federal income tax was imposed in 1913, the interest earned on municipal bonds has been exempt from federal taxation. This is not a tax loophole. The tax law was specifically designed this way to encourage investment in public infrastructure.

The projects funded through municipal financing are engines of job creation and economic growth. According to national statistics, state and local governments shoulder more than 75% of the costs of financing the nation's public infrastructure. Eliminating or limiting the tax-exempt status on municipal bonds will increase the costs borne by taxpayers.

SOUTH FLORIDA INLAND PORT

The development of an inland intermodal logistics complex in Western Palm Beach County, including completion of rail connections serving ports of South Florida and Tampa Bay, would create a significant economic boost to an area that is fiscally depressed. At the same time, it will provide a critical link in Florida's ability to efficiently handle rapidly growing levels of international commerce. Land in Western Palm Beach County is currently being reviewed for the project.

Bringing this project to fruition will require (1) connectivity between the ports of Palm Beach, Miami-Dade County, Everglades (Broward County), Tampa and Manatee County with approximately 40 miles of new trackage estimated to cost approximately \$45 million and (2) workforce training dollars for the Lake Okeechobee/Everglades region that has been designated as severely depressed, to bring sustained, good-paying jobs (reflecting the Florida average of \$49,000 a year for cargo transportation and logistics employment) and training for hundreds of skilled and semi-skilled positions estimated between 9,892 – 23,858 jobs.

This inland facility, which has gained significant regional support, would be a hub for goods assembly, warehousing and manufacturing, as well as furnishing logistics providers with a central intermodal location between ports that lack sufficient waterfront acreages to accommodate trade volumes projected to double by 2020. This would create additional options for freight movement and distribution from Post-Panama ships heading to South Florida.

COMMUNITY DEVELOPMENT BLOCK GRANT

Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. A public entity may apply for up to five times the public entity's latest approved CDBG entitlement amount, minus any outstanding Section 108 commitments and/or principal balances of Section 108 loans. Support future federal allocations for section 108 funding and work with the federal and state government to

increase funding eligibility from five times the budget to a higher ratio. This would allow for additional economic development through housing investments.

NEW MARKET TAX CREDIT GRANT

Support Palm Beach County's \$40 million New Market Tax Credit application (Control Number: 13NMA005881). The County's Department of Economic Sustainability (DES) Loan Programs Experience and Success Rate over the past three years, including programs from HUD, EPA, USDA, DOE, has created over 1600 jobs to date. Of the \$35 Million in local loan pool, \$23 million in loans have been made, creating over \$82 million of private investment in Palm Beach County. The loan program has had a 100% success rate - meaning there have been no defaults since first loan in 2009.

MARKETPLACE FAIRNESS ACT

Support The Marketplace Fairness Act that grants states the authority to compel online and catalog retailers ("remote sellers"), no matter where they are located, to collect sales tax at the time of a transaction - exactly like local retailers are already required to do.