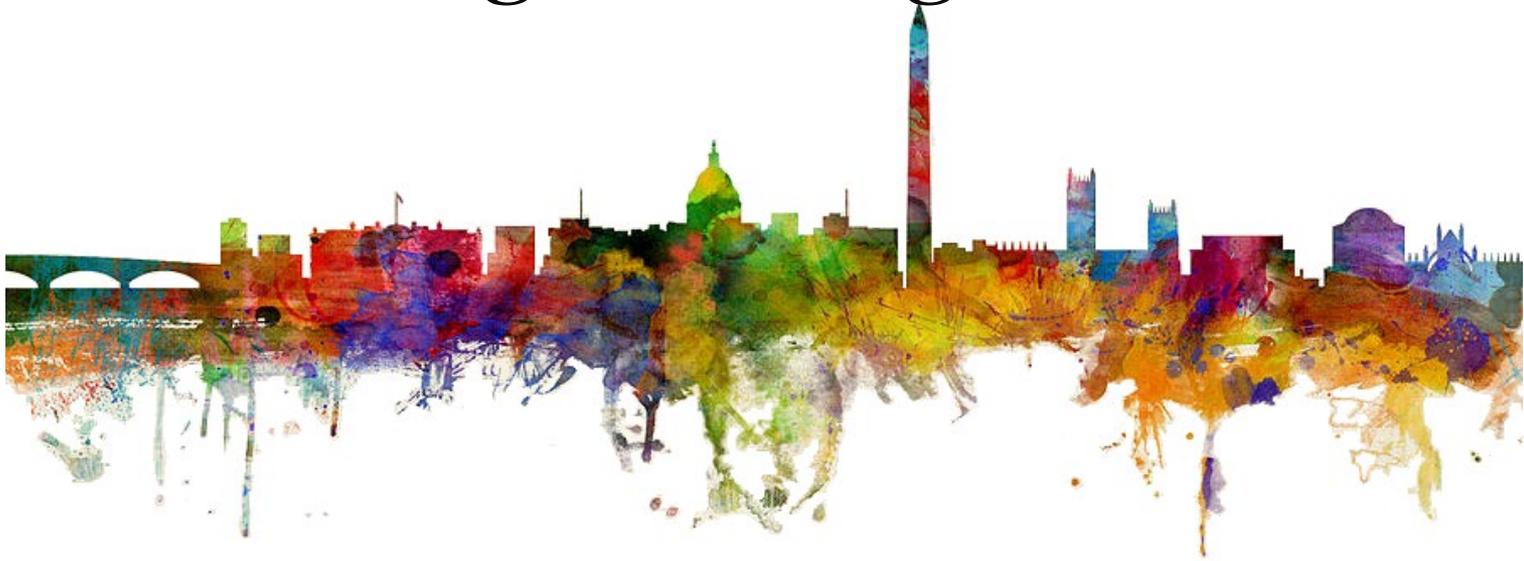


Monroe County Federal Legislative Agenda Review



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THORN RUN PARTNERS



About TRP

- Founded in 2010 as boutique bipartisan lobby shop
- Grown to 40+ person government affairs and strategic communications firm
 - #9 Federal Lobbying firm in Q1 2022 by *Politico*
 - #11 “Standout Firm” out of 2,095 Federal lobbying firms reviewed by *Bloomberg* in 2021
 - ~225 clients in the corporate, association, non-profit, education, and public sector spaces
- Public sector practice has more than a century of combined experience
- Represent 40+ public sector clients in CA, FL, KS, MT, OR, and TX



Recent Successes for Monroe County

- Appropriations earmarks in FY 2022:
 - \$5,484,300 for the Twin Lakes Subdivision pre-disaster mitigation project
 - \$6 million for FKWQIP; ~\$78 million total
 - PILT continues to be fully funded = \$1.4 million for Monroe County
- Authorizations via Water Resources Development Act (WRDA)
 - Monroe County CSRM Army Corps of Engineers study authorized for construction
 - \$100 million additional authorization for FKWQIP in House version



Additional Success: Higgs Beach

- Language secured in FY21 Interior Appropriations Report relating to our efforts to work with FDEP and NPS re: Higgs Beach master plan implementation.
 - *National Park Service.-The Committees are aware of concerns related to State conservation grant conversion and improvement applications and directs the Service **to make every effort to work with applicants to expedite the approval of applications** that improve or increase accessibility to recreational facilities and open space. The Service is directed to evaluate the totality of an application... **to allow the Service to approve the application.***
- Language can be used to convince FDEP/NPS that Higgs Beach conversion should be allowed.



Federal Agenda: Appropriations

➤ FY 2023 Appropriations

Requests:

- \$1,863,200 for the Card Sound Bridge Replacement Planning, Design & Engineering Project
- \$1,040,000 to fund the federal share of planning, engineering and design for the US 1 Revetments and Shoreline Stabilization portion of the Monroe County Coastal Storm Risk Management Project



Federal Agenda: Corps of Engineers Projects

- Monroe County Coastal Storm Risk Management project
- Florida Keys Water Quality Improvement Program (FKWQIP)
- Everglades Restoration
 - Significant progress over the past four years
 - Total federal funding during that time: \$2.335 billion, including from the BIL
 - Efforts to improve water quality in Florida Bay:
 - Modified Waters/Tamiami Trail: adding culverts to the west of the new bridges
 - CEPP: EAA Reservoir construction has begun; \$311 million set aside in FY23
 - C-111 (South Dade): adding permanent pump stations as final step to improve flows to Taylor Slough



Federal Agenda: NFIP



- Risk Rating 2.0 pricing model fully implemented
 - Price increases expected for many
 - Congress unlikely to stop implementation in the near term
- May consider a long-term reauthorization this year; program expires end of Sept. 2022
 - Unlikely to include a rate increase limitation due to opposition
 - Could include limited affordability provisions
- Congress more likely to act on Risk Rating 2.0 once they hear from constituents with real-world insurance increase examples



Federal Agenda: NRCS EWP

- There really isn't a good canal/nearshore water cleanup program to help after storms
- Either FEMA should have the authority or the EWP needs tweaks to remain useful for Monroe County
 - Working with Congressional delegation and others on this
- In response to an Oct. 2021 GAO report, NRCS says they are developing a “sponsor guide” by Sept. 2022 that may be helpful



Federal Agenda: Coral Restoration

- Restoring Resilient Reefs Act (RRRA)
 - RRRA passed Senate in 2020
 - Nearly identical version passed House this year
 - Best chance to pass the bill this year as at any time in the past 5+ years



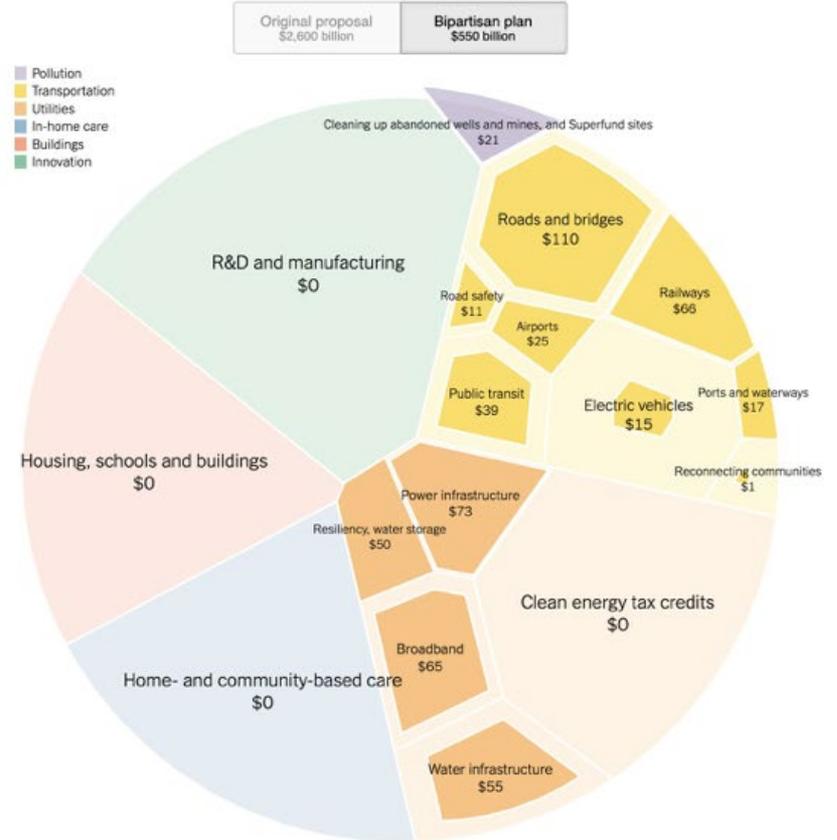
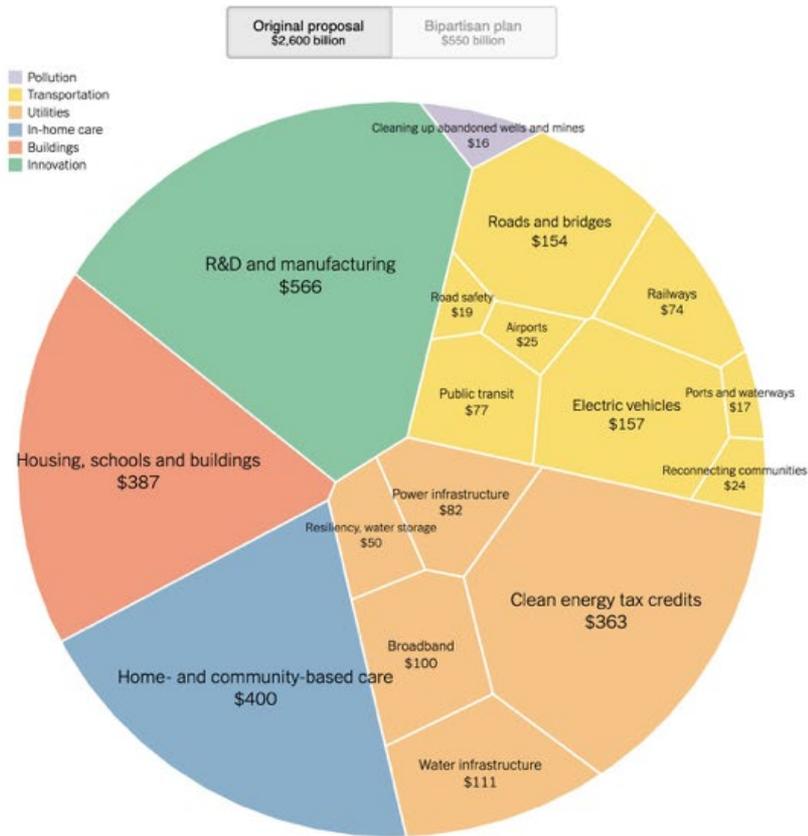
Federal Agenda: Bipartisan Infrastructure Law

- Bipartisan Infrastructure Law
 - signed into law Nov. 15
- \$1.2 trillion bill that includes two main components:
 - A five-year surface transportation authorization to replace the FAST Act; and
 - Roughly \$550 billion in additional investment in infrastructure, generally intended to be spent over five years.

A graphic with a teal-to-yellow gradient background. The text reads: "The **INFRASTRUCTURE INVESTMENT and JOBS ACT**".

The **INFRASTRUCTURE
INVESTMENT
and JOBS ACT**

Initial Infrastructure Proposal (\$2.6 trillion) vs. BIL



Federal Agenda: BIL Key Takeaways

- Of \$550 billion in new spending above baseline (roughly half of total funding), more than half is for transportation.
 - Most of the funding will be spent through existing formula programs.
 - However, about 1/3 for traditional transportation (about \$105B) will be granted by DOT via competitive applications.
 - BIL not as transformational as originally envisioned.
 - 5-year bill, spending generally \$110 billion above baseline per year.
 - This is not the ARRA Obama-era stimulus bill.
 - Focus not on immediate job creation, but investment in transformative infrastructure.
- Administration Priorities for BIL
 - Equity
 - Environmental Justice
 - Climate and Resilience
 - Domestic Manufacturing and Labor



Federal Agenda: BIL Programs of Interest

- **Bridge Investment Program -- \$12.5B; 5 years; 5 application periods**
 - To repair or replace bridges of all sizes that are in poor or fair condition on any public road, as well as funding projects to improve the safety, efficiency, and reliability of the movement of people and freight over bridges. The program encourages the bundling of multiple bridge projects for efficiency.
 - This is in addition to the \$27.5B state formula grant program over 5 years
- **EV Charging Competitive Grants -- \$2.5B; 5 years; 5 application periods**
 - This is in addition to the \$5B state formula grant program.
- **PROTECT Grant Program -- \$1.4B; 5 years; 5 application periods**
 - Intended to strengthen infrastructure in the face of severe weather events and natural disasters, with an emphasis on flooding, but with other eligible uses relating to wildfire mitigation and sea-level rise.
 - Divided among four programs: Planning Grants (\$140M), Resilience Improvement Grants (\$980M), Community Resilience and Evacuation Route Grants (\$140M), and At-Risk Coastal Infrastructure Grants (\$140M)
 - This is in addition to the \$7.3B state formula grant program
- **FEMA Building Resilient Infrastructure & Communities (BRIC) -- \$1B (will ultimately be more); 5 years; 5 application periods**



Questions?

Thank you!

