References and Notes provided by Commissioner Alford:

ASCE 2021infratstructure report card webpage - https://infrastructurereportcard.org/

ASCE 2021 Report Card for America's Infrastructure link: https://infrastructurereportcard.org/wp-content/uploads/2020/12/2021-IRC-Executive-Summary.pdf

ASCE's 2021 Report Card for Nation's Infrastructure Progress link: https://source.asce.org/asces-2021-report-card-marks-the-nations-infrastructure-progress/

ASCE's Overview of Florida's Infrastructure webpage - https://infrastructurereportcard.org/state-item/florida/

Notes:

While the nation's infrastructure earned a C- in the 2021 Infrastructure Report Card, Florida faces infrastructure challenges of its own. For example, driving on roads in need of repair in Florida costs each driver $425 per year, and 2.9% of bridges are rated structurally deficient. Drinking water needs in Florida are an estimated $21.9 billion. 102 dams are considered to be high-hazard potential. This deteriorating infrastructure impedes Florida's ability to compete in an increasingly global marketplace. Success in a 21st-century economy requires serious, sustained leadership on infrastructure investment at all levels of government. Delaying these investments only escalates the cost and risks of an aging infrastructure system, an option that the country, Florida, and families can no longer afford.

ASCE's Key Facts about Florida's Infrastructure link: https://infrastructurereportcard.org/wp-content/uploads/2016/10/Florida-State-Fact-Sheet.pdf

ASCE's Failure to Act Economic Reports link: https://infrastructurereportcard.org/resources/failure-to-act-economic-reports/

ASCE's 2016 Report for Florida's Infrastructure link: https://infrastructurereportcard.org/wp-content/uploads/2017/01/2016_RC_Final_screen.pdf

ASCE's 2020 Failure to Act - Electric Infrastructure Investment Gaps in a Rapidly Changing Environment Executive Summary link: https://infrastructurereportcard.org/wp-content/uploads/2021/03/Failure-to-Act-Energy-2020-Final.pdf

ASCE's 2020 The Economic Benefits of Investing in Water Infrastructure Report link: https://infrastructurereportcard.org/wp-content/uploads/2021/03/Failure-to-Act-Water-Wastewater-2020-Final.pdf

Coalition for a National Infrastructure Bank webpage - https://www.nibcoalition.com/

Notes:

1. School facilities represent the second largest sector of public infrastructure spending, after highways, and yet there is no comprehensive national data source on K-12 public school infrastructure. What data is available indicates that 53% of public-school districts report the need to update or replace multiple building systems, including HVAC systems. More than one-third of public schools have portable buildings due to capacity constraints, with 45% of these portable buildings in poor or fair condition.

2. According to a McKinsey Global Institute Report, between 1992-2011, China has invested 8.5 percent of its GDP towards infrastructure, Japan 5.0 percent and India 4.7 percent. The U.S? Just 2.6 percent. It went down to 2.3% in 2017, and came back up a little according to the new ASCE

3. I looked up the FL infrastructure bank. It is a revolving loan fund that is restricted to transportation and since 2017, natural gas production and distribution oriented toward ports—not at all what NIB would be.

Florida Department of Transportation webpage - https://www.fdot.gov/comptroller/pfo/sib.shtm

Notes:

The National Highway System (NHS) Act of 1995 authorized up to 10 states to establish a pilot SIB. Florida was selected as one of the original ten states to establish such a SIB. Under the Transportation Equity Act for the 21st Century (TEA-21), another SIB pilot was implemented with Florida as one of four participating states. The previous NHS Act SIB was rolled into the new pilot under TEA-21 to form the SIB program.

The State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program consisting of two separate accounts and is used to leverage funds to improve project feasibility. The SIB can provide loans and other assistance to public or private entities carrying out or proposing to carry out projects eligible for assistance under federal and state law. The SIB cannot provide assistance in the form of a grant. The federally-funded account is capitalized by federal money matched with state money as required by law under the Transportation Equity Act for the 21st Century (TEA-21). All repayments are repaid to the federally-funded SIB account and revolved for future loans. Projects must be eligible for assistance under title 23, United States Code (USC) or capital projects as defined in Section 5302 or title 49 USC. Projects must be included in the adopted comprehensive plans of the applicable Metropolitan Planning Organization (MPO) and must conform to all federal and state laws, rules and standards.
The state-funded account is capitalized by state money and bond proceeds per Sections 339.55, F.S. and 215.617, F.S. All repayments are repaid to the State Board of Administration where debt service is paid on any outstanding bonds with the remainder returned to the state-funded account and revolved for future loans. Projects must be on the State Highway System or provide increased mobility on the State's transportation system, or provide intermodal connectivity with airports, seaports, rail facilities and other transportation terminals. The state-funded SIB can be used in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. Also eligible are projects of the Transportation Regional Incentive Program (TRIP) per Section 339.2819(4), F.S. Projects must be consistent, to the maximum extent feasible, with local Metropolitan Planning Organizations (MPO) and local government

comprehensive plans and must conform to policies and procedures within applicable Florida Statutes and other appropriate state standards for the transportation system.
Beginning July 1, 2017, applications for the development and construction of natural gas fuel production or distribution facilities used primarily to support the transportation activities at seaports or intermodal facilities are eligible. These loans may be used to refinance outstanding debt.

The state-funded account also allows for the lending of capital costs or to provide credit enhancements for emergency loans for damages incurred on public-use commercial deepwater seaports, public-use airports, and other public-use transit and intermodal facilities that are within an area that is part of an official state declaration of emergency per Chapter 252, F.S. and other applicable laws.