

Jobs Plan for FL-3

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1. Carbon Farming Pilot Programs

What is carbon farming?

- “Carbon farming involves implementing practices that are known to improve the rate at which CO₂ is removed from the atmosphere and converted to plant material and/or soil organic matter.”
- Aims to increase carbon sequestration process, which allows more carbon to enter the soil from atmosphere to be turned into inorganic material for plants to use
- “Converting manure and other organic waste into high-quality compost, avoids the methane and air quality issues of conventional on-farm nutrient and waste management, and, improving soil health and soil organic matter directly improves the water holding capacity of soils, as we have seen first-hand on our demonstration farms across California.”

How will it get done?

- Direct air capture through machinery, storing through electrical generation
- Land management: planting/restoring forests, restoring wetlands (big one for Florida), burying biochar produced by anaerobically converted biomass
- Mulching, cover crops, composting, hedgerows and buffer strips: more cost effective/short term methods
- Public/private partnerships
 - Florida Carbon Sequestration Bank: an idea of a non-profit partnership that would create an annual dividend for farmers to participate in, revenue comes from grocery store checkout stations, license plate renewal, tax credits, carbon capture lottery game, tax deductible payments
- Cap and Trade Program
 - Farmers who sequester carbon can sell carbon credits to companies in need of carbon offsets
 - NGO's, individuals, corporations, etc.

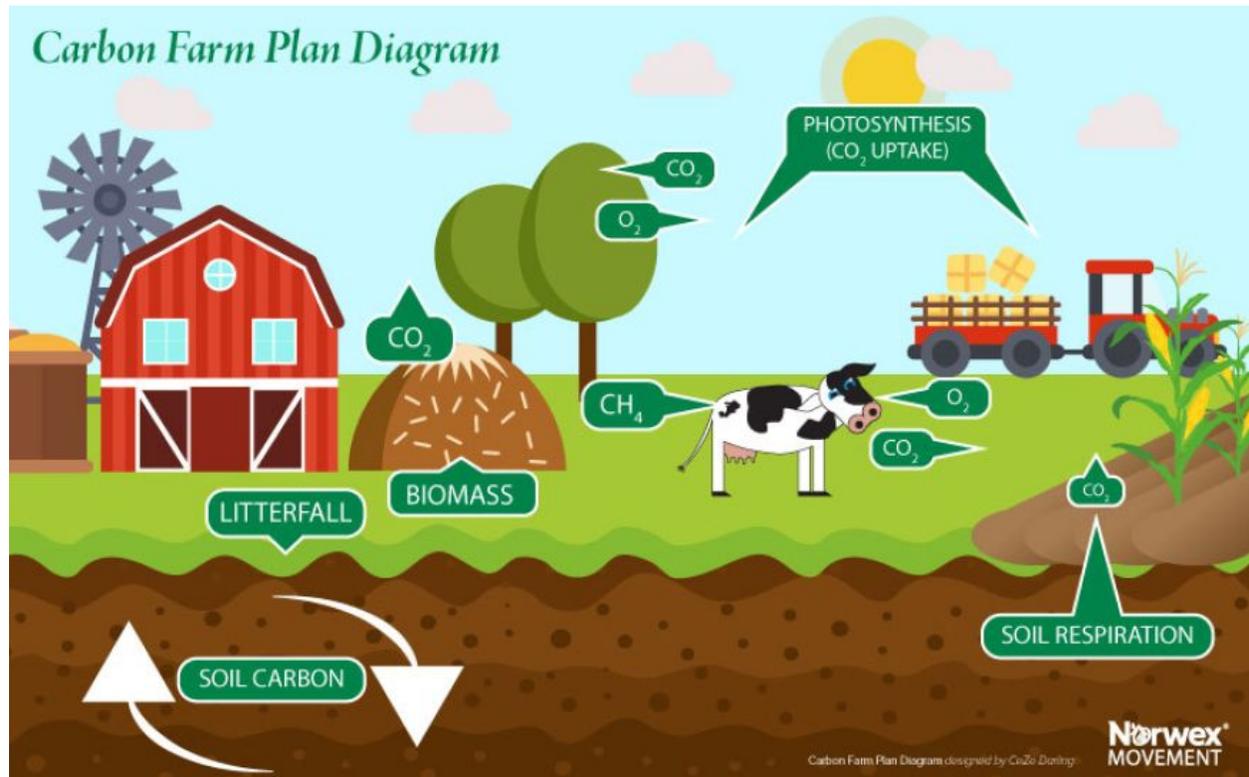
Profit

- Ways carbon farming increases profit
 - Increases soil water retention and plant use efficiency
 - Reduces amount of fertilizer, insecticides, fungicides and herbicides
 - Requires less fuel via fewer machine passes
 - Reduces soil erosion and retains more nitrogen
- TAMU: “At \$6 per tonne, the expected average return would be \$3.05 per year per acre, or \$3,048 per year on 1,000 acres and \$6,096 on 2,000 acres. Using the same sequestration rate, 0.6, at the current U.S. carbon price of \$6 per tonne and the current European price of \$35 per tonne, the expected average gross returns per acre would be \$3.05 and \$18.71 per year, respectively.”
 - On a 2,500 acre farm, returns after 5 years would be equivalent to \$25,400.
 - Offset generally ranges from 0.2 tonne to 0.6 tonne per acre
 - This is under the assumption that $\frac{2}{3}$ of the land at least is not being tilled on.

Jobs

- From the Citizens' Climate Lobby: general consensus that 2 million jobs could be created through all industries if we look at a carbon fee and dividend system.
 - Food services as the 4th largest industry in terms of growth

How it works: a visual



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2. Fighting Nestle and other corporations

Facts of the case

- Nestle is attempting to drain the Santa Fe River through the Florida springs
- Currently, Seven Springs owns the permit and takes about 0.26 million gallons a day
 - Nestle's plan is to increase this into 1.152 million gallons a day
 - The money that Florida makes from the water increase will only be a \$115 application fee
- The Santa Fe river and its associated spring habitats are home to 11 native turtle species, and four non-native species who may be affected
- The Suwannee River Staff reviewed the application, then recommended to deny due to them feeling there was not enough information, and increased pumping was not in public interest.
- Our Santa Fe is a local Florida Non-profit organization that are against the springs having their water taken as well as to prevent the mining of phosphates in Bradford and Union County.
- HPS Enterprises II is a local phosphate mining company made up of three Union County and one Bradford County family, they are suing Union county for \$298.75 million in November 20, 2019.
 - Union County only has a total budget of \$7.2 Million
- Legal matter, Union County would either have to pay or allow phosphate mining in their property.
 - Phosphate mining impacts water quality, leading to eutrophication which decreases oxygen levels and kills off species

HR 6185 - 116th Congress

- Save our Springs Act
- This act was introduced by a Florida politician regarding case of Ginnie Springs-
- Bill imposes a 6 cent tax on each gallon of water extracted from a spring or underground water source for use as bottled drinking water
- Also creates the "Drinking water State Revolving Loan Fund Trust Fund" for the Safe Water Act
- Bill was passed by Congresswoman Debbie-Wasserman Schultz

What Can Be Done at the Moment

- Contact Debbie Wasserman-Schultz, sponsor of bill, find consultation/aid in hopes of promoting bill, work with her to see what we can come up with for better opportunities
 - If Debbie is unavailable, contact Representative Harley Rouda, co-sponsor of the bill.
- Contact Our Santa Fe President or Director and take an approach and consult with views of local environment organization
- Use common ground of Republican candidates that agree with us on rejecting the additional mining.
 - Show support of Union County's battle against HPS Enterprises II

3. High Speed broadband internet for all

Materials needed

- Federal grants - Chattanooga received a [\\$111 million stimulus grant](#) from the Department of Energy to get its fiber network up and running. Perhaps we could do the same, especially considering the restrictive laws about funding a project like this in Florida (see IX. Obstacles)
 - Difficult to receive though; they were 1 of 100 applicants to receive this funding.
 - On the basis of building a “smart” power grid that would also field internet traffic

Businesses that Will Benefit

- Start-ups could benefit from cheaper internet
 - After implementing public broadband, [Chattanooga transformed into a start-up hub.](#)
- Real estate: having fiber broadband makes it easier to sell homes
- High-tech entrepreneurs
- Manufacturing/other businesses that may be drawn to the city
- All are ways to stem development that will warrant (quicker) future expansion of the airport and its business operations

How it Could Get Done

- [“According to the study, the city could potentially offer gigabit internet for \\$50 per month and would generate money for its coffers if it attracts 48% of the market. CCG said that this would be the lowest-priced such product in the United States.”](#)
- More antitrust laws and greater enforcement would be great, because these private providers will push back if we try to do public broadband in FL-3. Adam should work to break up the “telecommunications oligopoly” while in Congress.
- Chattanooga integrated a Smart Grid/smart city model to provide their fiber optic network
 - [It seems that the fiber network basically follows the electric grid in the city](#)
 - Ocala Fiber Network (OFN) partnered with Alcatel-Lucent Enterprise to install data switches that will facilitate this smart city model
 - [Lots of good implementation ideas here from their example, including contracts with Marion County Schools and hospitals](#)
 - [More methodology from Ocala](#)
- [Like the Gainesville study believes would probably have to happen, Lafayette, LA had to sell bonds to finance their fiber network](#)
- GRU staff suggests: Engage the City’s state and federal lobbyists to work to clarify the application of the “grandfathering” provisions in the State Statute and/or remove the prohibition on subsidization in order that a new broadband project could be supported by sales tax, ad valorem tax or other revenue source available to the City.

Time Frame

- The Gainesville study estimates a [25-year period](#) for financing this endeavor, so for the rest of FL-3, we may be able to assume a time estimate like that.
 - However, if we can get around the strict Florida laws restricting financing options for public broadband, we can shorten this timeline.
 - The process of raising funding can take from a few months to a year. The short time frame can be achieved when a city has the clear borrowing capacity to move quickly with a bond issue. The longer time frame might be needed if there is a referendum involved or some other political complication (which is what FL has)
- “It ought to be possible to add the first customers to a new network within 9 – 10 months after funding, although significant customer additions wouldn’t occur until the second year.”
- It took Chattanooga from 2008-2009 to get their network running, but they also had grants.
- [The Lakeland public broadband proposal is estimated to take between four to seven years to build](#)
- It took [Lafayette, LA](#) about 5 years of fighting with private providers to open their network for business in 2009; they were providing retail broadband services in 2002 and decided to expand to residents and businesses in 2004

Why should people care?

- According to a [Harvard study](#), community-owned fiber networks can save Americans hundreds per year when compared to competing private providers, because they generally charge less for entry-level broadband service (also, they don’t use initial “low” teaser rates that rise sharply months later).
 - Based on the estimate of [what people currently pay for internet in Alachua county](#) and the [study](#) done to look into the feasibility of providing public broadband in Gainesville and the surrounding areas (parts of Newberry, Hawthorne, Archer, High Springs, Waldo and the City of Alachua), the proposed cost that a majority agreed to (\$50/mo for gigabit broadband) would be cheaper than almost all of the current options, especially after considering the initial rates that eventually rise.
- According to the United Nations, [Internet access is a human right](#).
- [0.9% of Floridians still use dial-up according to a 2017 study](#), which equates to almost 200,000 people (189k in 2017 numbers and about 193k in 2019 numbers), making this a huge problem.
- [As of 2018, more than 1/3 of Bradford and Union county did not have a broadband internet subscription.](#) That’s unacceptable, especially during this pandemic when many operations are remote.
 - Bradford County population in 2019: 28,201
 - So that’s actually almost 10,000 people (34.2% of the 2019 Bradford County population is without broadband access = **9,645 people**)
 - Union County population in 2019: 15,237

- 38.5% of the 2019 Union County population is without broadband access
= **5,866 people**
 - Just under 1/3 of Putnam County does not have broadband access. PC population in 2019: 74,521
 - 32.1% of the 2019 Putnam County population is without broadband access = **23,921 people**. That is a LOT.
 - Marion County population in 2019: 365,579
 - 22.8% of the 2019 Marion County population is without broadband access
= **83,352 people**
 - Alachua County population in 2019: 269,043
 - 16.3% of the 2019 Alachua County population is without broadband access = **43,854 people**
 - Clay County population in 2019: 219,252
 - 12.1% of the 2019 Clay County population is without broadband access =
26,529 people
 - Total of people in these counties without access: 193,167--almost 200,000 people
 - Calculated using 2019 Census Bureau estimate of FL-3 population:
[758,939](#)
 - [For all of Florida, 80.8% have a broadband Internet subscription](#), leaving only 19.2% without access.
 - [At the national level, there is an estimated 80.4% with a broadband Internet subscription](#)
 - **Most of our district is behind the rest of the state and the nation.**
- According to the [Gainesville study](#), having a municipal broadband network lowers rates for everyone in the market, so even if someone doesn't want to receive the public broadband, their private broadband rates should drop.
- ["Since there's little competition in the broadband industry, some industry experts believe that there's little incentive for broadband providers to dramatically beef up their bandwidth and drastically improve their infrastructure."](#) leaving many uncovered.
- [Many communities in America already have their own networks](#) - it's doable.
 1. Chattanooga built theirs in 2009, and in 2018 its broadband was rated best in the US, aka [fastest](#).
- The improved educational opportunities from universal fiber broadband will lead to lower poverty rates, less crime, and all of the community savings associated with those issues.
- [On average, prices for cable, broadband, wired telecommunications, and wireless services charged by the telecommunications oligopoly in the United States are inflated by about 25 percent above what competitive markets should deliver, costing the typical U.S. household more than \\$45 a month, or \\$540 a year.](#)
- Because we no longer have net neutrality, Internet service providers like Comcast and Verizon are **free to slow down, block, or prioritize internet traffic** as they wish, without interference by the federal government.
 - States and local governments may be able to mandate **their own net neutrality rules**.

4. Small business incubators

Businesses that it will benefit?

- The businesses that will benefit the most from this program are small businesses that need a place to start. These incubators will provide a space that allows their business to grow without having to pay extra costs that may cause their business to fail.
- In order to allow these small business incubators to succeed themselves you have to have resources for rural communities especially. Having an entrepreneurship program that matches people with mentors and provides a place where they can present business ideas and get feedback would be very helpful to get people to not only come to small business incubators but to also succeed at them.

How will it get done?

- Similar to The Hub in Gainesville, federal assistance from the federal Economic Development Administration could be beneficial in helping pay to construct these incubators.
- If we cannot receive federal funding, we could turn to state and funding resources including the Florida Department of Economic Opportunity and the Florida Job Growth Grant Fund.
- Lastly, we could turn to local funding resources within FL-03 including local universities within various counties, including University of Florida and Valencia Community College.
- However, in counties other than Alachua county and Marion county, placing a small business incubator would not work because there needs to be community growth there first.
 - For example, Union county does not even have a Walmart, they are a food desert, there is one elementary school, one middle school, and one high school. We would need to work to grow these areas first in order to then have people who actually want to work here. If the area remains the same and we build a small business incubator worth millions of dollars people will still not want to work there because there are still not other facilities that interest them.
- This could possibly work in Ocala, but this would be a wrong starting point for development in these areas. Focusing on things like bringing grocery stores, starting community development programs, starting economic programs for coffee shops or restaurants are more easily attainable.

Why should people care?

- People should care because this will boost economic growth within rural districts in ways that have not been done before. This will also allow for a greater retention of residents within these rural communities, as they will not have to leave their community to get the resources they need to start a local business.

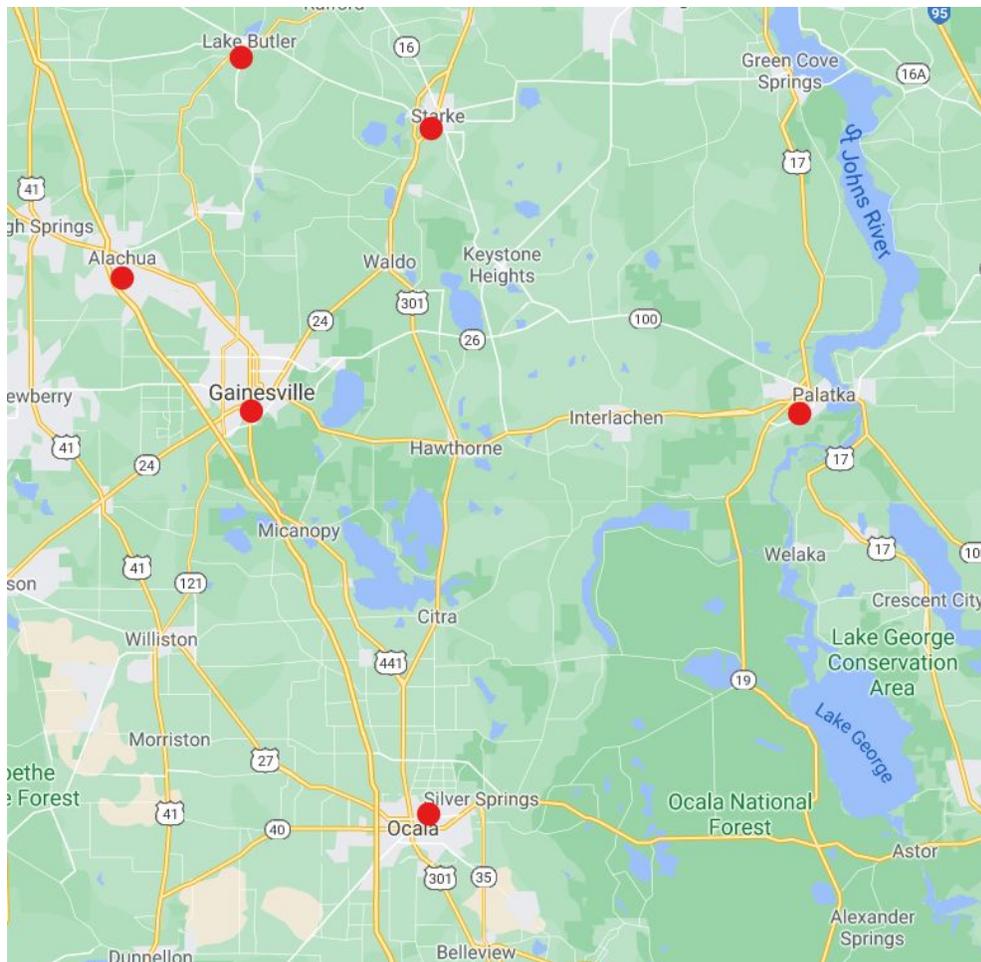
How much will it cost?

- Costs for small business incubators largely depend on the area it will be built in and size of the incubators. For example, The Hub, located in Gainesville's Innovation District

originally cost \$13.2 million dollars, \$8.2 million of which was provided by the federal Economic Development Administration. The building was later expanded, which required an additional \$17 million dollars. This is the cost of a high tech building in downtown Gainesville, and is also 100,000 square feet, meaning other buildings that are in more rural counties may have smaller costs associated with the buildings. Some other cities we would plan to place these small business incubators are designed to grow jobs in each county within FL-03. These cities include but are not limited to; Lake Butler in Union County, Starke in Bradford County, Palatka in Putnam County, and Ocala in Marion County.

- Small Business Incubators can also be built in preexisting buildings, which largely cut down on costs. This could also provide an income for the building owner and an increase in property value of the surrounding area.
- A large part of the costs will also come from the technology, depending on how high-tech you want to make the building. If technology is provided through the building, it will be more expensive in the short-run, however, you could increase the cost it is to use the building, therefore increasing your profit in the long-run.

Proposed Map of Incubator Locations:



5. Florida high speed rail

Distances:

- Gainesville to Orlando: 111.7 miles
- Gainesville to Tampa: 129.6 miles
- Gainesville to Jacksonville: 71.4 miles
- Gainesville to Tallahassee: 149.9 miles
- Total: 462.6 miles
 - These are just raw distances based off of existing major roads, not necessarily the lengths of the prospective *rails* that would span this distance

Visual diagram of high speed rail in Florida



How it will get done

- Small businesses will contribute most of the labor for constructing the track and stations along the way
- Funding: Relies on private sector funding
 - “Around the world, private sector firms have invested in high-speed rail because of its profit generating potential. Generally, the private sector has provided up-front funding and financing to high-speed rail projects in return for the operating profits from running the systems. In 2011, a \$11.3 billion (U.S.) concession contract between the state-owned Réseau Ferré de France (RFF) and LISEA, a company run by VINCI, was signed for the construction and operation of the Tours-Bordeaux TGV high-speed rail line in France. In the UK, the government constructed High Speed 1 between London and the Chunnel and then contracted with a private sector firm for 30 years of operation. The contract to manage the system was won by a consortium of Canadian investors, Borealis Infrastructure and Ontario Teachers’ Pension Plan, for \$3 billion (U.S.) after a competitive bidding process in 2010. The consortium gets access fees from the track and four stations to recoup its investment and is responsible for maintaining the railway.” - support from funding fact sheet
- Will be powered by electricity from 100% renewables such as solar, wind, geothermal, and bioenergy
- Required to recycle 100% of all steel and concrete used; divert at least 75% of all other construction materials from landfills
- Why should we care?:
 - Improve air quality/decrease emissions with burning clean fuel
 - Increase mobility over a large state
 - Cut travel times
 - Stimulate job growth in construction, maintenance, operation
- Small business participation in manufacturing of the rail; at least 30% of businesses participating in construction are small businesses; as of July 2020, 560 small businesses are working on the construction
- Points above are based on California’s high speed rail project
 - If we emulate their method of recruiting small businesses to help with construction, as well as emphasize a focus on renewable energy, this will have the potential to create and retain numerous jobs while also helping the environment.

GNV Airport vision

What Can Actually be Done?

Gainesville (which seems to like identifying as a small town) and the surrounding area neither have the demand, nor the business and industry required to make GNV a burgeoning cargo and passenger hub like Tampa or Miami. North Central Florida also has a very weak tourism industry--while our ecotourism is beautiful, people are mostly flying into Gainesville to see the University.

Regardless of what Adam would want to achieve, should he still wish to expand the Gainesville Regional Airport, he would need to first implement the other measures listed in the OFLA Jobs Plan to boost business, jobs, and the local economy in general to a point that would make the region significantly more enticing to carriers and businesses requiring cargo service. This is very much a long-term project, though.

A safer option may be to approve FAA grants for smaller expansion measures, such as the [terminal expansion project currently underway at GNV](#). This project was created in response to the growing passenger traffic and will add two additional gates (which will accommodate larger aircraft and 323 additional passengers), as well as “enhanced customer amenities.” It should be finished by Spring 2021, according to my contact. A smaller project such as this certainly doesn’t sound as flashy as adding new runways and airlines, but if the Gainesville Regional Airport remains of interest to the Jobs Plan, something like this may be a good option to consider. However, the new project should tide GNV over for the time being in terms of addressing passenger traffic and capacity, especially as the aviation industry recovers from the pandemic, so I don’t know how immediate of a need a secondary project would be.

“There is also the extremely competitive matter of gate space. To get a gate at Washington National Airport literally requires an act of Congress, and many of the airports that do have nonstop service to Washington National are either state capitals or have key defense or military presence and therefore have the traffic that merits dedicating the asset.”

However, this rule requiring a Congressional act to receive a gate seems to be a special case of the Washington National Airport, and acquiring gate space in general could likely only be applied to GNV once the area expands enough, both in terms of the population and the economy..

Based on the large time frame associated with passenger traffic growth and necessary expansion of Gainesville Regional, as well as the limitations on what Adam could do from a legislative sense to encourage expansion, I would recommend that Adam either drop this element from his policy plan, heavily modify it, and/or wait until much later to introduce this plan, once in office, after giving FL-3 time to grow economically to an extent that would render airport expansion more appropriate.