



**FLORIDA SEAPORTS**  
CHARTING OUR FUTURE

**The Florida Ports Council**

Canaveral Port Authority · Port Citrus · Port Everglades · Port of Fernandina · Port of Fort Pierce · Jacksonville Port Authority ·  
Port of Key West · Manatee County Port Authority · PortMiami · Port of Palm Beach · Panama City Port Authority · Port of Pensacola ·  
Port St. Joe Port Authority · Port of St. Petersburg · Tampa Port Authority  
Doug Wheeler, President

# **FLORIDA PORTS COUNCIL LEGISLATIVE FORUM & BOARD MEETING**

**April 1, 2013**  
Tallahassee, FL

**Hospitality Square**  
(2nd Floor Board Room)  
200 W. College Avenue



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## Florida Ports Council Legislative Forum & Board Meeting (In Conjunction with the Florida Chamber of Commerce International Days) Monday, April 1, 2013 – Wednesday, April 3, 2013 Tallahassee, Florida ITINERARY

### Monday, April 1, 2013

9:30 a.m. – 11:30 a.m.	FPC Legislative Forum Hospitality Square, 2 <sup>nd</sup> Floor Bd Room 200 W. College Avenue**
Noon	Lunch
12:30 p.m. – 5:00 p.m.	FPC Board Meeting
6:00 p.m. – 9:00 p.m.	Reception & Dinner Governor's Club**

\*Dress is business casual for all Florida Ports Council events.

\*\* Walking map will be available



### Tuesday, April 2, 2013

8:30a.m. – 9:30 a.m.	FPC Board of Directors Breakfast	Adams Park Room, Doubletree Hotel
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### Florida Chamber of Commerce International Days Schedule

<http://www.flchamber.com/event/2013-international-days/>

#### Monday, April 1

5:30 p.m. – 7:30 p.m. Welcome Reception

#### Tuesday, April 2

12:00 p.m. Lunch and Program

6:30 p.m. – 7:30 p.m. Reception at the Governor's Mansion

#### Wednesday, April 3

8:00 a.m. – 2:00 p.m. Program

Location: Florida State University Conference Center, 555 West Pensacola Street Tallahassee, FL 32306  
<http://maps.google.com/maps?q=555 West Pensacola Street Tallahassee, FL 32306>



*For more information contact: Christy Gandy at (850) 222-8028 or [christy.gandy@flaports.org](mailto:christy.gandy@flaports.org)*



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Florida Ports Council  
[www.flaports.org](http://www.flaports.org)

## AGENDA

# FLORIDA PORTS COUNCIL

### Board Meeting & Legislative Forum

April 1, 2013  
9:30 a.m. - 5:00 p.m.  
Tallahassee

1. Call to Order, Chairman's Welcome

2. Roll Call & Opening Comments

3. Legislative Forum

Policy:

A. State:

1. Port Funding/General Appropriations Act
2. Bonding Update
3. Incentives
4. FDOT Legislative Package
5. Manufacturing Machinery & Equipment Sales Tax Exemption
6. Environmental/Regulatory
7. FDOT Initiatives
8. Miscellaneous

B. Federal:

1. Issue Review
2. Congressional Outreach/Florida Delegation Meeting
3. Miscellaneous

4. Administrative Issues

A. Approval of the Minutes: October 2012 Meeting

B. President's Comments:

C. Budget Report:

1. Acceptance of the FY 2011/2012 Audit Report

2. FPC FY 12/13 Financials

D. Governance:

1. Change FPC President title to President & CEO

E. Other Issues:

5. Communications Report

6. Partner Updates

7. Other Issues

8. Adjournment

**Notes:**

Special Guest(s):

Jesse Panuccio, Director, Dept. of Economic Opportunity (10:30-10:45)  
Representative Jimmy Patronis, Chair, Economic Affairs Committee (Invited)  
Governor Scott (Invited)  
Congressman Steve Southerland (Invited)



**TAB 1**  
**CALL TO ORDER**

**TAB 2**  
**ROLL CALL**



**FLORIDA SEAPORTS**  
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## **FLORIDA PORTS COUNCIL**

### **ROLL CALL**

**MEMBER:**

**DESIGNEE:**

STANLEY PAYNE, CANAVERAL

---

BRAD THORPE, CITRUS

---

STEVE CERNAK, EVERGLADES

---

VAL SCHWEC, FERNANDINA

---

DON WEST, FT. PIERCE

---

ROY SCHLEICHER, JACKSONVILLE

---

JIM FITTON, KEY WEST

---

CARLOS BUQUERAS, MANATEE

---

BILL JOHNSON, MIAMI

---

MANNY ALMIRA, PALM BEACH

---

WAYNE STUBBS, PANAMA CITY

---

CLYDE MATHIS, PENSACOLA

---

TOMMY PITTS, PORT ST. JOE

---

WALTER MILLER, ST. PETERSBURG

---

PAUL ANDERSON, TAMPA

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03/01/13

**TAB 3**  
**LEGISLATIVE FORUM**

**TAB 3A**  
**LEGISLATIVE FORUM**  
**POLICY: STATE**

**DEPARTMENT OF TRANSPORTATION  
SEAPORT PROGRAM  
TENTATIVE WORK PROGRAM FY 2014 - 2018**

Sum of Calculated	Year	2013	2014	2015	2016	2017	2018	Grand Total
GD	Name	Item Description						
01	MANATEE	PORT MANATEE CAPITAL IMPROVEMENTS COLD STORAGE WAREHOUSE PORT MANATEE INTERMODAL CONTAINER AND CARGO TRANSFER YARD PH I PORT MANATEE RAIL TO DOCKSIDE CAPITAL IMPROVEMENTS PORT MANATEE BERTH REHAB & RECONSTRUCT CAPITAL IMPROVEMENTS PORT MANATEE INTERMODAL CARGO STORAGE FACILITIES PORT MANATEE COLD STORAGE CONVERSION CAPITAL IMPROVEMENT	2,459,674	1,637,719 1,857,582	4,828,586 1,857,902	477,185 47,820		9,403,164 3,763,304 2,000,000 6,000,000 1,500,000 2,500,000
01 Total	MANATEE Total		2,459,674	13,495,301	6,686,488	525,005	2,000,000	25,166,468
02	DIST/ST-WIDE DUVAL	SEAPORT RESERVE FOR PORTS  BLOUNT ISLAND & TALLEYRAND MARINE TERMINAL IMPROVEMENTS JAXPORT-ICTF INTERMODAL CONTAINER TRANSFER FACILITY JAXPORT-TALLEYRAND RECONSTRUCTION OF WHARF/ BULKHEADS-PH2/CONCRETE PURCHASE OF NEW CRANE JAXPORT ICTF TALLEYRAND MARINE TERMINAL WHARF/BULKHEAD RECONSTRUCTION IMPROVEMEN JAXPORT PHASE II - TRA PAC CONTAINER TERMINAL PROJECT	1,761,165 1,761,165	187,163 187,163				1,948,328 21,000,000 10,000,000 9,000,000 6,000,000 12,549,000 36,000,000 3,650,000
02 Total	DIST/ST-WIDE Total		2,459,674	13,495,301	6,686,488	525,005	2,000,000	25,166,468
	DUVAL Total		12,549,000	67,000,000			9,000,000	94,549,000
	NASSAU	PORT OF FERNANDINA BERTH DREDGING PORT OF FERNANDINA PIER EXTENSION PHASE 1 PORT OF FERNANDINA PIER EXTENSION PROJECT PHASE 2 PURCHASE OF CUSTOMS INSPECTIONS/SCALES FOR PORT OF FERNANDINA	1,425,000	6,164,063 75,000				1,425,000 6,164,063 75,000
02 Total	NASSAU Total		15,735,165	73,426,226			9,000,000	107,811,391
03	BAY	PORT OF PANAMA CITY PORT OF PANAMA CITY AUTHORITY DISTRIBUTION WAREHOUSE PORT OF PANAMA CITY BERTH 3 DREDGING PORT OF PANAMA CITY CONTAINER YARD EXPANSION PHASE II PORT OF PANAMA CITY DISTRIBUTION WAREHOUSE PORT OF PANAMA CITY DREDGING PORT OF PANAMA CITY RELOCATE & EXPAND TRUCK STAGING PORT OF PANAMA CITY CONTAINER TERMINAL EXPANSION PORT OF PANAMA CITY REFURBISH WAREHOUSES WEST 1 & 2	500,000 5,000,000					5,000,000 1,350,000 525,000 1,000,000 225,000 3,750,000 425,000 1,500,000 225,000
	BAY Total		7,025,000	4,400,000			1,500,000	14,275,000
	ESCAMBIA	PORT OF PENSACOLA BERTH 6 REHAB PORT OF PENSACOLA INFRASTRUCTURE IMPROVEMENTS PORT OF PENSACOLA PORT RAIL REHABILITATION	1,950,000 2,000,000					1,950,000 2,000,000 1,000,000
03 Total	ESCAMBIA Total		3,950,000	1,000,000			1,500,000	4,950,000
04	BROWARD	FEC PEVT LLC PORT EVERGLADES PORT EVERGLADES DREDGING AND WIDENING PORT EVERGLADES MCINTOSH RD REALIGNMENT PORT EVERGLADES NEW BULKHEAD AT BERTHS 9 AND 10 PORT EVERGLADES ON-PORT RAIL AND ICTF PORT EVERGLADES POST PANAMAX CRANE FOR ICTF PORT EVERGLADES SOUTHPORT TURNING NOTCH EXPANSION D/W SEAPORTS BOX	30,000,000 430,959	576,723				576,723 430,959 3,000,000 12,000,000 13,317,921 55,748,880
04 Total	BROWARD Total		10,975,000	5,400,000			1,500,000	19,225,000
	DIST/ST-WIDE PALM BEACH	PORT OF PALM BEACH PORT-WIDE SLIP REDEVELOPMENT PORT OF PALM BEACH ICT/PASSENGER SERVICE FACILITY STUDY	17,465 16,773	17,465 17,465	1,786,479	1,300,000		18,398,000 100,000
	PALM BEACH Total		6,018,021	9,293,500	1,786,479	1,300,000		18,498,000
	ST. LUCIE	DREDGING OF CHANNEL AT PORT OF FT. PIERCE PORT OF FT PIERCE NEW NORTH ENTRANCE PORT OF FT.PIERCE TAYLOR CREEK DREDGING PHASE II	140,000 2,500,000 1,160,000					140,000 2,500,000 1,160,000
04 Total	ST. LUCIE Total		3,800,000					3,800,000
	ST. LUCIE Total		65,583,674	47,487,688	16,504,479	1,300,000	9,000,000	145,875,841

**TENTATIVE WORK PROGRAM FY 2014 - 2018**

Sum of Calculated		Year	
05	BREVARD	24,400,000	
	BREVARD-CANAVERAL PORT AUTHORITY WEST TURN BASIN CHANNEL WIDENING		
	BREVARD-PORT CANAVERAL DEVELOPMENT ON PORT RAIL ACCESS		
	PORT CANAVERAL ACCESS INTERSECTION IMPROVEMENTS @ SR 401	1,000,000	5,000,000
	PORT CANAVERAL CONTAINER N. CARGO 5 & 6 AND TERMINAL	2,415,000	1,000,000
	PORT CANAVERAL NORTH SIDE DEVELOPMENT CONTAINER YARD EXPANSION	3,626,723	6,041,723
05 Total	BREVARD Total	3,415,000	9,750,000
		28,026,723	46,191,723
06	MIAMI-DADE	5,000,000	
	PORT OF MIAMI CRUISE TERMINAL IMPROVEMENTS		
	PORT OF MIAMI FROM PORT OF MIAMI (POM) TO POST PANAMAX CRANES	1,055,000	4,000,000
	PORT OF MIAMI INBOUND/OUTBOUND CARGO GATE IMPROVEMENTS	1,276,419	5,000,000
	PORT OF MIAMI SOUTH FISHERMAN'S CHANNEL	665,637	13,429,189
		26,857,756	1,942,056
06 Total	MIAMI-DADE Total	29,189,175	47,820,449
		30,628,330	67,191,694
07	CITRUS	6,000,000	
	PORT CITRUS MASTER PLAN	29,189,175	67,191,694
		30,628,330	67,191,694
	CITRUS Total	137,500	137,500
	DIST/ST-WIDE	1,029,650	
	DIST/ST-WIDE Total	1,029,650	1,029,650
	HILLSBOROUGH	1,029,650	
	PORT OF TAMPA	1,862,739	12,291,862
	PORT OF TAMPA CONTAINER YARD IMPROVEMENTS	1,474,184	10,400,000
	PORT OF TAMPA PORT INFRASTRUCTURE IMPROVEMENTS	1,490,356	3,367,400
	TAMPA PORT AUTHORITY	10,400,000	6,029,649
	TAMPA PORT AUTHORITY PORT REDWING IMPROVEMENTS	7,500,000	6,029,649
	TAMPA PORT AUTHORITY DREDGING	2,516,669	7,500,000
	TAMPA PORT AUTHORITY HOOKERS POINT IMPROVEMENT	9,185,937	2,516,669
	TAMPA PORT AUTHORITY EASTPORT WATERSIDE DEVELOPMENT	6,000,000	9,185,937
	HILLSBOROUGH Total	5,230,139	6,000,000
	ST PETERSBURG PORT REHABILITATION - WHARF STRUCTURAL REPAIRS	26,676,790	57,291,517
	PINELLAS	300,000	300,000
		50,000	50,000
07 Total	PINELLAS Total	300,000	350,000
		50,000	50,000
99	DIST/ST-WIDE	5,530,139	58,808,667
	ACQUISITION OF SEAPORT TRADE DATA INFORMATION	26,864,290	2,400,000
	PUBLIC TRAN PLANNING CONSULTANTS - RESERVE BOX	11,890,356	946,904
	SEAPORT (FSTED) DISTRICTWIDE BOX	370,000	202,929
	SEAPORT (FSTED) STATEWIDE TARGET	176,261	14,644,813
	SEAPORT ACCESS/BONDS PAYMENT OF BOND DEBT SERVICE CH 311.09 FSTED	185,026	14,650,088
	SEAPORT INVESTMENT PROGRAM-NEW BOND PROGRAM	194,277	14,648,013
	SEAPORT SYSTEM PLAN IMPLEMENTATION	10,000,000	14,639,288
	SEAPORTS / BONDS PAYMENT OF BOND DEBT SERVICE CH311.09FSTED	10,000,000	43,937,389
	STRATEGIC SEAPORT INVESTMENTS - SIS	10,000,000	60,000,000
99 Total	DIST/ST-WIDE Total	475,039	50,000,000
		15,000,000	50,000,000
		300,000	1,975,039
		15,000,000	90,000,000
		13,097,665	50,754,194
		20,614,030	314,658,339
		13,514,521	50,512,217
		56,630,980	314,658,339
		64,005,595	314,658,339
		50,505,114	314,658,339
		54,040,248	314,658,339
		50,512,217	314,658,339
		3,527,958	314,658,339
		50,754,194	314,658,339
		784,929,123	784,929,123
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		81,230,822	784,929,123
		87,571,516	784,929,123
		784,929,123	784,929,123
		177,852,012	784,929,123
		281,959,538	784,929,123
		108,836,918	784,929,123
		53,478,317	784,929,123
		81,230,822	784,929,123
		87,571,516	784,929,123
		784,929,123	784,929,123

January 24, 2013

Doug Wheeler  
Florida Ports Council, President  
502 East Jefferson Street  
Tallahassee, Florida 32301

Re: State Bond Financing for Seaport Projects

Doug,

On September 26, 2012, at a meeting of the Florida Ports Financing Commission (FPFC), Chairman Paul Anderson directed the FPFC Technical Advisory Committee to meet with the Division of Bond Finance and discuss the timeline of the State issuing bonds for seaport projects listed in the Florida Department of Transportation's work program. (Note: the 2012 Legislature authorized beginning July 2013 \$10 million in annual funding for seaport projects that could be bonded by the Division of Bond Finance at the request of the FDOT). At a Florida Ports Council meeting on October 8, 2012, I briefed the members that the Technical Advisory Committee would be meeting with the Division of Bond Finance at a future date to discuss the timeline. The following is a summary of our meeting on December 19, 2012.

Attendees:

FPFC Technical Advisory Committee – Michael Poole and Ram Kancharla

FDOT – Meredith Dahlrose and Henry Lewis

Division of Bond Finance – Ben Watkins, Tim Tinsley, Toni Egan, Nora Wittstruck, and John Waltz

- The Division of Bond Finance has issued debt financing for FDOT work program projects numerous times and our seaport projects will be treated in the same manner (as our projects are in FDOT's program).
- The Division of Bond Finance's staff (legal and financial) will coordinate with their appropriate counterparts with the FDOT who will in turn coordinate with the Florida Ports Council (and seaports).
- The Division of Bond Finance will need to hire bond counsel via an RFP but have all other necessary parties either on staff or on retainer.
- The Division will handle processing a Bond Issuance Resolution through the Legislature. In order for seaports to start projects prior to the actual bond issuance and have those expenses to be funded by the bonds, the Division will have the Governor authorize a Reimbursement Resolution (as required by IRS and Treasury regulations). The only risk for a port spending funds prior to the bond issuance would be if for any reason the bonds were not issued and the port would then not be reimbursed.



- The Division is also researching whether the Governor can conduct one TEFRA hearing in lieu each port conducting one. If not, the ports will need to hold their individual hearings. (Update: based on the timeline sent by Nora Wittstruck (see attached forwarded email to you by Meredith on January 18, 2013), it appears the Seaports will only have to advertise in their jurisdictions that the TEFRA hearing will be held in Tallahassee).
- As the bonds may have an AMT (Private Activity) and Non-AMT series, each port will need to determine with their own bond counsel how their projects should be classified. However, the Division's bond counsel will have the final determination. Any Non-AMT bonds will be priced at a lower interest rate so this step is important to the Division.
- As the funding is included in the state's FY 2014 budget, the earliest the bonds could be issued is July 2013. The Division would like to issue the bonds by the state's first quarter (July – Sept. 2013) or at the latest the state's second quarter (Oct. – Dec. 2013).
- As we have discussed previously, we stated that the FPC staff would coordinate and contact Richard Biter with the FDOT for the next steps to be taken.

Regards,

Michael B. Poole

Jacksonville Port Authority

Attachments:

Division of Bond Finance Timeline

## **Seaports Financing – Estimated Time Table:**

### ***January 1 through March 31, 2013***

- Florida Seaports and Florida Department of Transportation (“FDOT”) identify AMT and Non-AMT projects included in tentative workplan for Seaports Financing and return on investment for all projects to be financed with the proposed bond issue
- DBF begins drafting legal and offering documents
- DOT adopts resolution declaring intent to reimburse
- DOT adopts resolution requesting DBF to issue bonds

***Week of January 21, 2013*** – DBF briefs cabinet aides on need for Bond Counsel and intent to proceed with RFP

***January 28, 2013*** - DBF advertises Bond Counsel RFP for Seaports Financing

***February 13, 2013*** – Responses to RFP for Bond Counsel Due

***February 22, 2013*** – Grading committee results due on Bond Counsel RFP

***Week of February 25, 2013*** – DBF briefs Governor’s Office on Bond Counsel selection

### ***March 1 through March 31, 2013***

- ***March 4, 2013*** – Division of Bond Finance (“DBF”) requests approval for Bond Counsel contract from Governor and Cabinet
- ***March 4, 2013*** – TEFRA notice in all jurisdictions for hearing in Tallahassee on Seaports AMT projects
- ***March 15, 2013*** – DBF submits fiscal sufficiency to State Board of Administration for Seaports Financing
- ***March 26, 2013*** – TEFRA hearing in Tallahassee

### ***April 1 through April 30, 2013 –***

- DBF receives breakdown from Seaports and FDOT the amount of AMT versus Non-AMT projects expected to be financed with Bonds
- ***April 2, 2013*** – DBF requests approval for Seaports Financing from Governor and Cabinet
- ***April 3, 2013*** – File Validation Complaint, obtain hearing date and advertise

### ***May 1 through May 31, 2013***

- Complete final drafts of legal and offering documents
- DBF sends documents to rating agencies for assignment of rating to financing and schedules rating calls (mid to late May)

***July 1 through July 31, 2013*** – Sell bonds and deliver proceeds approx. 4 weeks following sale



## **ELIMINATION OF BURDENSOME TAX ON MANUFACTURING MACHINERY & EQUIPMENT**

### ***Background:***

Florida's ports are critical to the import and export of goods in our state. Increasing the manufacture of Florida goods has been identified as a key strategy to increasing exports and therefore increasing international trade in Florida.

International trade is a pillar of Florida's economy and presents significant opportunities for growth. Waterborne international trade moving through these seaports was valued at \$82.7 billion in 2011, increasing by 18.7 percent from 2010, and represents 55.4 percent of Florida's \$149.4 billion total international trade.

### ***Current Issue:***

Florida has the ideal geographic location and is building the necessary freight infrastructure to become the primary gateway for manufacturers to reach international economies. With 95 percent of manufacturers' potential customers located outside of the United States, Florida seaports are critical to the efficient movement of their goods to the world marketplace.

Florida's leadership has already invested heavily in seaport infrastructure, recognizing that Florida will not be able to compete in the global market without an efficient and seamless freight infrastructure in place. However, with manufacturing being a key to increasing exports and trade, other obstacles to competitiveness must also be addressed, such as the sales tax on manufacturing machinery and equipment.

Manufactured goods account for between 85 to 90 percent of all Florida exports. There will soon be increased opportunities for Florida exporters with the completion of critical seaport infrastructure improvements around the state. Florida manufacturers will be able to take advantage of more efficient and lower-cost shipping to and from global markets around the world. Florida's next step is to create a welcoming environment for that industry by removing unnecessary barriers.

### ***Recommendation:***

*The Florida Ports Council recommends eliminating the current sales tax on manufacturing machinery and equipment to allow Florida's existing manufacturers to take advantage of reduced costs to expand and make additional capital investments, and to attract out of state or international manufacturers considering relocating or expanding to Florida.*

Florida Ports Council

Phone: (850) 222-8028 · Email: [info@flaports.org](mailto:info@flaports.org)



[www.flaports.org](http://www.flaports.org)



March 2013

**TAB 3B**  
**LEGISLATIVE FORUM**  
**POLICY: FEDERAL**



## FEDERAL FREIGHT POLICY/FUNDING

### ***Background:***

Our nation's seaports and harbors are gateways to domestic and international trade. Greater than 90 percent of the U.S. foreign trade moves through our nation's more than 300 seaports, representing 25 percent of the U.S. Gross Domestic Product. In Florida alone, this waterborne trade represents \$149 billion in international trade and generates more than 550,000 direct and indirect jobs. Congress has developed a few programs to address freight development, but these existing programs do not adequately address U.S. needs for freight infrastructure. According to the American Society of Civil Engineers, there is a \$15.8B deficit in necessary investment in port infrastructure to reduce costs on U.S. businesses and consumers and to improve our global competitive position.

### ***Current Issue:***

The Transportation Investment Generating Economic Recovery (TIGER) Grant Program was created by Congress in 2009 to authorize the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. This program remains one of the few federal programs investing in port related infrastructure.

The *Moving Ahead for Progress in the 21st Century Act* (MAP-21) establishes a framework for moving forward with a National Freight Policy and supporting programs. We commend Congress for creating this foundation.

Florida is one of the few states to have a state freight policy office. The Florida Department of Transportation was recently recognized by the Brookings Institute for its initiative to boost global competitiveness by creating an Office of Freight Logistics and Passenger Operations. This Office has the responsibility to coordinate and prioritize multimodal freight strategies and investments in Florida.

### ***Recommendations:***

The Florida Ports Council recommends that Congress **provide funding for the Projects of National and Regional Significance (PNRS) program** in MAP-21. Congress should also expand the criteria in that program to include seaport projects.

Because TIGER is one of the few programs to invest in port related infrastructure, we recommend that **at least 25% of TIGER grants should be awarded to port-related infrastructure projects.**

Congress should **recognize and reward state freight policy development.** The Florida Ports Council recommends Congress include state freight offices in the national freight policy discussions under MAP-21, and that national or regional significant projects already identified by state freight plans receive priority consideration for any available federal funding.

February 2013





## FEDERAL HARBOR MAINTENANCE TAX (HMT)

*(Harbor Maintenance Tax and Trust Fund)*

### **Background:**

The Harbor Maintenance Tax (HMT) is charged against the value of imports and domestic cargo arriving at U.S. seaports whose channels are federally maintained and paid by the shipper for deposit into the Harbor Maintenance Trust Fund (HMTF). The funds in the HMTF are to be used for maintenance dredging and dredged material disposal areas, yet currently only two of the nation's 10th largest ports are dredged to their authorized depths or widths. Our nation's seaports and harbors are primary gateways to domestic and international trade. Greater than 90 percent of the U.S. foreign trade moves through our nation's more than 300 seaports, representing 25 percent of the U.S. Gross Domestic Product. In Florida alone, this waterborne trade represents \$149 billion in international trade and generates more than 550,000 direct and indirect jobs.

### **Current Issue:**

Every year, hundreds of millions of tax dollars are collected from waterborne commerce operations and deposited into the HMTF but never spent on harbor maintenance. In the past few years, less than half of all HMTF revenues were spent on harbor maintenance.

Currently, the surplus of collections over expenditures is close to \$7 billion, with the annual revenue at more than \$1.4 billion. The HMTF could easily finance approximately \$1.3 billion in current annual maintenance dredging projects around the country.

Adequate maintenance and dredging of our harbors are vital to the economic health of this nation. Failure to maintain harbor channels can cause vessels costly delays while waiting for high tide, cause them to skip port calls altogether or load less than full capacity. This not only impacts our nation's economic vitality, but also increases the risk of a vessel grounding, collisions and pollution incidents.

### **Recommendations:**

The Florida Ports Council recommends that Congress spend the revenues in the HMTF for their intended purposes on operation and maintenance of seaports and harbors.

The annual revenues are clearly available to finance current harbor maintenance needs, and taxes paid by users of this nation's seaports should be used to maintain those operations that justify the actual levying of such taxes.

Congress can authorize this funding by a shift in funding priorities each year or enact legislation to more closely tie trust fund expenditures with tax revenues received under the HMT. The resolution of this problem can be accomplished without an increase in taxes or funding.

February 2013





## WATER RESOURCES DEVELOPMENT ACT (WRDA)

*(Harbor Maintenance/Development Legislation)*

### **Background:**

The Water Resources Development Act (WRDA) is the sometimes biennial legislation authorizing the U.S. Army Corps of Engineers (USACE) to review and construct various projects for improvement to the rivers and harbors of the United States. Florida's seaports are primarily interested in the impact of WRDA provisions on deep-draft navigation issues within Florida waterborne shipping lanes. Efficient and reliable deep-draft navigation is the foundation for any functioning seaport and the growth of waterborne commerce. A failure to invest in the nation's waterborne commerce infrastructure will impact our ability to recover adequately from any economic recession, and limit our ability to export U.S. and Florida-based manufactured products.

### **Current Issue:**

The last time the U.S. Congress passed WRDA legislation was in 2007. The last meaningful revisions to water resource and deep-draft navigation administrative rules were in 1986. This legislation is critical to the health of international commerce in the U.S.

According to the USACE, full channel dimensions at America's top 59 harbors are maintained less than one-third of the time. Inadequate maintenance dredging leads to "light loading," and could possibly cause significant safety concerns at our nation's seaports. This lack of routine dredging delays the transport of goods and ultimately places unnecessary costs on businesses and consumers. Congress must fulfill its responsibility to maintain the nation's ports and harbors.

In Florida, the state has attempted to adjust to this lack of federal authorization where possible. Florida has fully funded some deep-draft navigation projects in Miami and Jacksonville when federal funds were not made available. The lack of federal authorization and funding has made it difficult to adequately prepare for future waterborne commerce opportunities not only in the U.S. but with our trading partners overseas.

### **Recommendations:**

The Florida Ports Council recommends that Congress pass meaningful WRDA legislation that would include:

- Authorization of the *full use* of tax revenues deposited in the **Harbor Maintenance Trust Fund** for their intended purpose – maintenance dredging of the nation's harbors.
- Revision of the **outdated federal-cost sharing formula** to reflect today's shipping concerns and to increase the channel depth threshold from 45 feet to 53 feet.
- Authorization for the USACE to assume the **maintenance of navigation improvements** carried out by non-federal sponsors.
- Reimbursement to states for **state funds spent on deep-draft navigation** projects ordinarily funded through federal sources.
- Requirement of a **comprehensive analysis of USACE review procedures** to determine where modifications could be made to reduce duplicative processes and unnecessary "modeling" costs.

February 2013







# FLORIDA SEAPORTS

## CHARTING OUR FUTURE

### Florida Ports Council

## Water Resources Development Act (WRDA)

### Maintenance of Navigation Channels: Requested Language

Due to pressing market demands and concerns for the safety of vessel movement in their harbors, ports frequently cannot afford to wait for federal participation in making navigation improvements due to the elongated and time consuming Army Corps study procedures. In recent years, several Florida ports have constructed navigation improvements on their own and at their own expense.

The proposed language below provides the Secretary of the Army with the authority to make a determination whether the federal government should assume the maintenance of navigation improvements carried out by non-federal sponsors. The language extends current law (Sec. 5001 (a) of the 2007 WRDA) and allows the Secretary to utilize Operations and Maintenance (O&M) funds to make the determination. As the language extends current law and provides only discretionary authority, it does not mandate new budget authority.

***Upon request of a non-Federal interest, the Secretary shall be responsible for maintenance of navigation channels and turning basins constructed or improved by the non-Federal interest if the Secretary determines that such maintenance is economically justified and environmentally acceptable and that the project was constructed in accordance with applicable permits and appropriate engineering and design standards. The Secretary may utilize O&M funds to make the determination.***

### Harbor Cost Sharing: Requested Language

The channel depth threshold for significantly higher (60% vs. 35%) local cost-share on dredging construction projects should be increased from 45 to 53 feet to reflect the evolution in shipping size of the current world fleet. The current cost-share formula was legislated in 1986 when the norm for general cargo navigation channels was 45 feet. The largest ships currently have drafts of 47.6 feet, which require channels that are at least 50 feet deep.

***(a) Payments During Construction- Section 101(a)(1) of the Water Resources Development Act of 1986 (33 U.S.C. 2211(a)(1); 100 Stat. 4082) is amended in each of subparagraphs (B) and (C) by striking `45 feet' and inserting `53 feet'.***

***(b) Operation and Maintenance- Section 101(b)(1) of such Act (33 U.S.C. 2211(b)(1)) is amended by striking `45 feet' and inserting `53 feet'.***

***(c) Definitions- Section 214 of such Act (33 U.S.C. 2241; 100 Stat. 4108) is amended in each of paragraphs (1) and (3) by striking `45 feet' and inserting `53 feet'.***

### Reimbursement of State Expenditures for Harbor Deepening

The State of Florida has expended state funds on channel depth projects that would have ordinarily come from federal funding sources. Reimbursed state funds could be identified in a WRDA bill and expended on additional seaport development projects that improve the flow of goods into and out of the state.



113TH CONGRESS  
1ST SESSION

S. \_\_\_\_\_

To provide for the conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States, and for other purposes.

---

IN THE SENATE OF THE UNITED STATES

\_\_\_\_\_ introduced the following bill; which was read twice  
and referred to the Committee on \_\_\_\_\_

---

**A BILL**

To provide for the conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States, and for other purposes.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*

3       **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4       (a) **SHORT TITLE.**—This Act may be cited as the  
5       “Water Resources Development Act of 2013”.

6       (b) **TABLE OF CONTENTS.**—The table of contents of  
7       this Act is as follows:

- Sec. 1. Short title; table of contents.
- Sec. 2. Definition of Secretary.

#### TITLE I—WATER RESOURCE PROJECTS

- Sec. 1001. Purposes.
- Sec. 1002. Project authorizations.
- Sec. 1003. Project review.

#### TITLE II—WATER RESOURCES POLICY REFORMS

- Sec. 2001. Purposes.
- Sec. 2002. Safety assurance review.
- Sec. 2003. Continuing authority programs.
- Sec. 2004. Continuing authority program prioritization.
- Sec. 2005. Fish and wildlife mitigation.
- Sec. 2006. Mitigation status report.
- Sec. 2007. Independent peer review.
- Sec. 2008. Operation and maintenance of navigation and hydroelectric facilities.
- Sec. 2009. Hydropower at Corps of Engineers facilities.
- Sec. 2010. Clarification of work-in-kind credit authority.
- Sec. 2011. Transfer of excess work-in-kind credit.
- Sec. 2012. Credit for in-kind contributions.
- Sec. 2013. Credit in lieu of reimbursement.
- Sec. 2014. Dam optimization.
- Sec. 2015. Water supply.
- Sec. 2016. Report on water storage pricing formulas.
- Sec. 2017. Clarification of previously authorized work.
- Sec. 2018. Consideration of Federal land in feasibility studies.
- Sec. 2019. Planning assistance to States.
- Sec. 2020. Vegetation management policy.
- Sec. 2021. Levee certifications.
- Sec. 2022. Restoration of flood and hurricane storm damage reduction projects.
- Sec. 2023. Operation and maintenance of certain projects.
- Sec. 2024. Dredging study.
- Sec. 2025. Non-Federal project implementation pilot program.
- Sec. 2026. Non-Federal implementation of feasibility studies.
- Sec. 2027. Tribal partnership program.
- Sec. 2028. Cooperative agreements with Columbia River Basin Indian tribes.
- Sec. 2029. Military munitions response actions at civil works shoreline protection projects.
- Sec. 2030. Beach nourishment.
- Sec. 2031. Regional sediment management.
- Sec. 2032. Study acceleration.
- Sec. 2033. Project acceleration.
- Sec. 2034. Feasibility studies.
- Sec. 2035. Accounting and administrative expenses.
- Sec. 2036. Determination of project completion.
- Sec. 2037. Project partnership agreements.
- Sec. 2038. Interagency and international support authority.
- Sec. 2039. Acceptance of contributed funds to increase lock operations.
- Sec. 2040. Emergency response to natural disasters.
- Sec. 2041. Systemwide improvement frameworks.
- Sec. 2042. Funding to process permits.
- Sec. 2043. National riverbank stabilization and erosion prevention study and pilot program.

## 3

- Sec. 2044. Hurricane and storm damage risk reduction prioritization.
- Sec. 2045. Prioritization of ecosystem restoration efforts.
- Sec. 2046. Special use permits.
- Sec. 2047. Operations and maintenance on fuel taxed inland waterways.
- Sec. 2048. Corrosion prevention.
- Sec. 2049. Project deauthorizations.
- Sec. 2050. Reports to Congress.

## TITLE III—PROJECT MODIFICATIONS

- Sec. 3001. Purpose.
- Sec. 3002. Chatfield Reservoir, Colorado.
- Sec. 3003. Missouri River Recovery Implementation Committee expenses reimbursement.
- Sec. 3004. Hurricane and storm damage reduction study.
- Sec. 3005. Lower Yellowstone Project, Montana.
- Sec. 3006. Project deauthorizations.
- Sec. 3007. Raritan River Basin, Green Brook Sub-basin, New Jersey.
- Sec. 3008. Red River Basin, Oklahoma, Texas, Arkansas, Louisiana.

## TITLE IV—WATER RESOURCE STUDIES

- Sec. 4001. Purpose.
- Sec. 4002. Initiation of new water resources studies.
- Sec. 4003. Applicability.

## TITLE V—REGIONAL AND NONPROJECT PROVISIONS

- Sec. 5001. Purpose.
- Sec. 5002. Northeast Coastal Region ecosystem restoration.
- Sec. 5003. Chesapeake Bay Environmental Restoration and Protection Program.
- Sec. 5004. Rio Grande environmental management program, Colorado, New Mexico, Texas.
- Sec. 5005. Lower Columbia River and Tillamook Bay ecosystem restoration, Oregon and Washington.
- Sec. 5006. Arkansas River, Arkansas and Oklahoma.
- Sec. 5007. Aquatic invasive species prevention and management; Columbia River Basin.
- Sec. 5008. Upper Missouri Basin flood and drought monitoring.
- Sec. 5009. Northern Rockies headwaters extreme weather mitigation.

## TITLE VI—LEVEE SAFETY

- Sec. 6001. Short title.
- Sec. 6002. Findings; purposes.
- Sec. 6003. Definitions.
- Sec. 6004. National levee safety program.
- Sec. 6005. National levee safety advisory board.
- Sec. 6006. Inventory and inspection of levees.
- Sec. 6007. Reports.
- Sec. 6008. Effect of title.
- Sec. 6009. Authorization of appropriations.

## TITLE VII—INLAND WATERWAYS

- Sec. 7001. Purposes.

## 4

- Sec. 7002. Definitions.
- Sec. 7003. Project delivery process reforms.
- Sec. 7004. Major rehabilitation standards.
- Sec. 7005. Inland waterways system revenues.
- Sec. 7006. Efficiency of revenue collection.

## TITLE VIII—HARBOR MAINTENANCE

- Sec. 8001. Short title.
- Sec. 8002. Purposes.
- Sec. 8003. Funding for harbor maintenance programs.
- Sec. 8004. Harbor Maintenance Trust Fund prioritization.
- Sec. 8005. Civil works program of the Corps of Engineers.

## TITLE IX—DAM SAFETY

- Sec. 9001. Short title.
- Sec. 9002. Purpose.
- Sec. 9003. Administrator.
- Sec. 9004. Inspection of dams.
- Sec. 9005. National Dam Safety Program.
- Sec. 9006. Public awareness and outreach for dam safety.
- Sec. 9007. Authorization of appropriations.

## TITLE X—INNOVATIVE FINANCING PILOT PROJECTS

- Sec. 10001. Short title.
- Sec. 10002. Purposes.
- Sec. 10003. Definitions.
- Sec. 10004. Authority to provide assistance.
- Sec. 10005. Applications.
- Sec. 10006. Eligible entities.
- Sec. 10007. Projects eligible for assistance.
- Sec. 10008. Activities eligible for assistance.
- Sec. 10009. Determination of eligibility and project selection.
- Sec. 10010. Secured loans.
- Sec. 10011. Program administration.
- Sec. 10012. State and local permits.
- Sec. 10013. Regulations.
- Sec. 10014. Funding.
- Sec. 10015. Report to Congress.

## TITLE XI—EXTREME WEATHER

- Sec. 11001. Improving management of flood and drought.
- Sec. 11002. GAO study on management of flood and drought.
- Sec. 11003. Post-disaster watershed assessments.

# **WATER RESOURCES DEVELOPMENT ACT OF 2013**

The Water Resources Development Act of 2013 promotes investment in the nation's critical water resources infrastructure, accelerates project delivery, and reforms the implementation of Corps of Engineers projects.

## ***Project Authorization***

This legislation authorizes projects with completed Chief of Engineers reports that have been referred to Congress by the Assistant Secretary of the Army for Civil Works by the date of enactment. Currently, this represents 18 projects that address all of the major mission areas of the Corps of Engineers including flood risk management, navigation, hurricane and storm damage risk reduction, and environmental restoration. The average annual benefits of the flood and storm risk management reduction projects alone exceed \$690.3 million.

## ***Project Delivery Reforms***

The legislation contains important reforms to increase flexibility for non-Federal sponsors of Corps projects and accelerate project delivery. These include codifying a Corps initiative to finish new feasibility studies in less than three years, improving the environmental review process while maintaining environmental protections, and creating two pilot programs to expand the local role in project implementation. The bill also establishes a new program to promote levee safety and improves inland waterways project delivery.

## ***Harbor Maintenance***

The legislation addresses the growing surplus of funds in the Harbor Maintenance Trust Fund by ensuring all revenues will be spent for port maintenance without impacting other important Corps of Engineers projects.

## ***Innovative Financing***

The legislation establishes a 5-year innovative project financing pilot program, which is modeled on the successful TIFIA program. This new pilot program will provide loans and loan guarantees for important flood control, water supply, and wastewater projects.



## POLITICO

### Senators expect clear path for water bill

By: **Scott Wong and Burgess Everett**  
March 20, 2013 04:33 AM EDT

Rank-and-file senators working on a sweeping new water bill have a message for Harry Reid: We're available.

The Senate majority leader has been reaching out to his committee chairmen in search of legislation he could quickly move to the floor after the chamber wraps up more pressing fiscal matters and returns from its two-week Easter recess on April 8.

And both Democrats and Republicans on the Environment and Public Works Committee are signaling that their bipartisan water bill — expected to clear the panel Wednesday — will be ready to go.

"We're available," Sen. Ben Cardin (D-Md.), chairman of the committee's water panel, told POLITICO. "This is gonna have strong bipartisan support, and I think there will be a commitment to keep it together. It's one of those that I think is eligible for the floor."

Sen. Roger Wicker (R-Miss.) said he, too, hopes the upper chamber will take up the water resources infrastructure bill soon, while Sen. John Boozman (R-Ark.) said panel members have been talking up the legislation to leadership.

In an interview Tuesday, Majority Whip Dick Durbin of Illinois acknowledged that Reid and committee Chairwoman Barbara Boxer (D-Calif.) have been discussing bringing the bill before the full Senate sometime in the spring.

"[Reid] supports it, and I do too," said Durbin, who has made Mississippi River commerce a key focus of late. Boxer told POLITICO it was her understanding that Reid was trying to make floor time for the bill sometime in April after the Senate takes up gun legislation.

Later in the day, Reid told Senate Democrats at lunch that he plans to move to the water bill in April or May, Boxer said.

The committee is expected to easily pass the Water Resources Development Act out of a Wednesday markup after the liberal Boxer and conservative ranking member David Vitter (R-La.) rolled out the 284-page [bill](#) Monday. That means Senate leadership will return next month to a water bill largely free of controversy, perhaps a relief after the upper chamber deals with guns.

"This seems to be an obvious candidate with the markup expected to go smoothly," said one Senate aide who's been tracking the water bill. "Reid is considering WRDA among a handful of other things. And when we come back [into session], he'll be looking for items to put on the floor."

Reid could also turn to executive branch nominees still working their way through the

confirmation process, including President Barack Obama's pick to lead the Interior and Energy departments and the Environmental Protection Agency.

But one factor favoring quick floor action on the water bill is that it's been in the works since the last Congress. Boxer floated a draft in late 2012 to get the conversation going among senators, and she has since added language intended to attract a diverse group of supporters.

One example: The draft includes an effort to make sure that money coming into the Harbor Maintenance Trust Fund gets spent every year rather than being stacked onto a surplus that has reached nearly \$7 billion and an attempt to prioritize investment on deepwater ports. That last provision appeals to coastal senators from the East, West and Gulf coasts — but it also includes a set-aside for small ports so as not to overly concentrate on megaports like those in California and Louisiana, the home states of the committee leaders.

The legislation has items that will appeal to people across the ideological spectrum — including a new innovative financing measure based on Boxer and Oklahoma Republican Sen. Jim Inhofe's previous success in expanding the Transportation Infrastructure Finance and Innovation Act.

Committee member Sen. Jeff Merkley (D-Ore.) said the financing piece — nicknamed WIFIA by Boxer — is his main issue, and he hopes Congress's laser focus on roads and bridges can shift to WRDA, a much quieter issue. Merkley said water issues come up at nearly every town hall he holds across Oregon.

"We talk about highways a lot, but water makes a huge difference in a community's success," Merkley said.

The bill also includes something for noncoastal states — a study on inland waterways revenue collection. And it attempts to skirt the de facto ban on earmarks by creating benchmarks for new water projects to meet in order to get funding from the U.S. Army Corps of Engineers. It's a new idea for the massive water bill, which in past Congresses was hung with local projects like a Christmas tree.

"It's a challenge for them in a nonearmark environment," said Jim Walker, a lobbyist for the American Association of Port Authorities.

But as with any large bill, pitfalls could lie ahead. If the wrangling over the stopgap spending bill this week is any clue, senators will want to propose dozens of parochial amendments to the WRDA bill once it's considered by the full Senate. The threat could be particularly acute for WRDA because of the large contingent of senators still serving in Congress who are used to being able to fund projects in their backyards.

The bill also could face a House-Senate timing issue before it gets to the president's desk. It might be months before the House advances to the point the Senate reached this week, although work is quietly ramping up on a sister piece of WRDA legislation in the House Transportation and Infrastructure Committee.

House Transportation Committee Chairman Bill Shuster said Boxer had a four-month head start on the bill, and his members are significantly less seasoned on the issue. Boozman, for example, has been steeped in the issue since his time serving in the House. Shuster, meanwhile, has a committee filled with members who have never taken on a



WRDA bill.

Congress last passed a WRDA in 2007, an accomplishment that required the first successful override of a George W. Bush veto. The previous WRDA had passed in 2000.

"You've got 46 percent of the members in Congress today — 201 — who weren't here in 2007. So they need to figure out why a WRDA bill is important," Shuster said.

So as the Senate committee sits down Wednesday to pass its WRDA bill, the House's water panel will convene a day later for a roundtable on the why the legislation is important.

"It's going to take us some time," Shuster said.

*Adam Snider contributed to this report.*



## **ADDITIONAL SEAPORT FEDERAL ISSUES**

- Appropriations for Ongoing Projects and New Starts  
Congress should continue the recent practice (in FY 2012 and FY 2013) of providing “unspecified” appropriations in Energy and Water Development appropriations bills to enable the Corps to allocate funds to projects that were not budgeted or were inadequately budgeted. Congress should also lift the moratorium on New Starts and allow the Corps to allocate appropriated funds to “New Start” navigation improvements which will create jobs and economic benefits to the region.
- Harbor Maintenance Trust Fund (HMTF)  
Congress should provide full access to the annual revenues deposited into the HMTF for O&M dredging for the nation’s federal channels. According to the Corps’ FY 2010 Budget Justification, full channel dimensions at America’s top 59 harbors are maintained less than one-third of the time. Inadequate maintenance dredging leads to “light loading,” which has negative economic implications nationwide. Responsible for moving more than 99 percent of the country’s overseas cargo, U.S. ports and waterways handle more than 2.5 billion tons of domestic and international trade annually and the volume is projected to double within the next 15 years – particularly after the expansion of the Panama Canal.
- Expedited Corps Review  
Corps review procedures are in need of comprehensive reform and reduced costs. Corps projects take on average 12 years or more to complete. Processes are becoming increasingly cumbersome with added levels of review, such as “Peer Review” and “Sym Modeling,” leading to mounting costs for the federal government and the non-federal sponsor. The President’s July 20<sup>th</sup> “Can’t Wait Initiative” which streamlines the permitting procedures for projects at five East Coast ports is a start, as is the Corps’ recently announced rule for feasibility studies – calling for completion of studies in a maximum of 3 years and at a maximum cost of \$3 million. However, comprehensive reform is needed.
- Port Security Grant Program (PSGP)  
Congress should continue to fund the PSGP separate and apart from other FEMA State and Local grant programs and provide adequate funding levels for the PSGP. The FY 2012 funding level was 59% from the prior year and 75% percent less than the \$400 million authorized level of the SAFE Port Act. This funding level will harm ports’ ability to expand protection of our maritime assets, carry out Port-Wide Risk Management Plans and fund federal mandates such as installation of TWIC readers.
- Cruise Terminal Facilities – Federal Security Operations Requirements  
Florida is the cruise capital of the world. Florida seaports are committed to constructing and maintaining the most efficient and secure cruise terminals. Unfunded demands and mandates from Customs and Border Protection (CBP) officials concerning inspection and detention facilities in these terminals remains an ongoing problem. We recommend that the Congress review this issue to determine an adequate resolution that improves communications between seaports and the CBP, and provides for a more efficient and cost effective way to satisfy reasonable demands by the CBP.

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## *Florida's Seaports: Federal Challenges and Opportunities*

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**Good morning, thank you for the opportunity to detail the federal challenges and opportunities that face Florida's Seaports.**

**I am honored to share with you Florida's dynamic system of Seaports and what they mean to Floridians and Florida's economy.**

# Florida's Consumer Population

- ✿ Florida has almost **19 million residents** with over \$720 billion in personal income.
- ✿ Approximately **87 million tourists** visited Florida in 2011, spending more than **\$67 billion** on goods and services.
- ✿ This consumer market is expected to grow as Florida will soon be the **third largest state in the U.S.** with more tourists than any other state.



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**Experts estimate that over 60 percent of waterborne goods coming into Florida arrive via seaports outside of our state.**

**Our goal is for Florida seaports to capture that market share as well as expand the volume of Florida exports – not only to the Caribbean and South and Central America, but to the world.**

**Capturing that built in market and then expanding our Ports' market share regionally and nationally = Huge economic potential for Florida businesses, consumers, and of course, job creation.**



**A quick glance at Florida's system of 15 public Seaports**

# Economic Impact of Seaports

- ✦ Over the last three years, Florida has committed **more than \$500 million** in state funds to strategic port infrastructure investments.
- ✦ Responsible for more than **550,000 direct and indirect jobs** and \$66 billion in total economic value. These activities contribute \$1.7 billion in state and local tax revenues.
- ✦ The average annual wage of seaport-related jobs is \$54,400, **double the average annual wage** for all other non-advanced degree occupations (\$26,933) and \$15,000 more than the average annual wage for all occupations (\$38,470).

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**Due to the vision and leadership of Florida Governor Rick Scott, strategic port projects have been funded by the state at historic levels.**

**Governor Scott has recognized the economic benefits to the state by investing in freight movement.**

**The only way that Florida can compete on a global level is to have the infrastructure in place and a commitment to the future needs of transportation.**

## Markets reached through Florida Seaports



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Florida's geographic location also means Florida's service infrastructure reaches to the Caribbean, Central America and South America, where we continue to see growth of imports and exports as they regions continue to experience economic growth.

Infrastructure investments at Florida ports, along with expansion of the Panama Canal will provide *new* opportunities to capture Asian based trade as well.

# Federal Legislative Agenda

- ✦ HMTF Reform/RAMP Act
- ✦ WRDA Legislation
- ✦ “New Start” Ban Elimination
- ✦ USACE Process Reform
- ✦ Freight Policy and Funding



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**Paul Anderson and Steve Cernak introduce Legislative Agenda**

# HMTF Reform/RAMP Act

- ✿ Pass language authorizing **full use** of annual taxes deposited into the Harbor Maintenance Trust Fund for their intended purposes.

\*HR-335, the RAMP Act, by Rep. Boustany has been filed in the House.

*Less than **50% of all HMTF revenues** in the past three years were spent on **harbor maintenance**. Currently, the surplus of collections over expenditures in the HMTF is over \$6.4 billion, with annual revenues of more than \$1.4 billion.*

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**Paul or Steve to briefly overview this pending legislation**



# WRDA Legislation

- ✿ Due to the moratorium on legislated earmarks, Congress should pass funding authority in WRDA authorizing the USACE to:
  - Authorize projects with Chief's reports;
  - Approve cost overruns (902B fixes); and
  - Initiate reconnaissance/feasibility studies.
- ✿ Pass language authorizing the Secretary of the Army (for Civil Works) to assume federal maintenance for navigation improvements carried out by non-federal interests.

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**Roy (JaxPort) to address Chief's reports issue with respect to Mile Point and limitations currently resulting from failure to move forward on that project; Carlos (Manatee) to address reconnaissance/feasibility studies and assumption of federal maintenance; slide impacts all and others may wish to weigh in.**

# WRDA Legislation

- ✿ Pass language increasing the channel depth threshold in the current US Army Corps (USACE) cost-share formula (passed in 1986) from 45 to 53 feet.
- ✿ Clarify congressional intent in Section 5001 of WRDA 2007 for determining the federal interest in maintaining channels.

*The size of the largest ship in 2003 could hold 9,300 TEUs – a class of ships capable of holding 18,000 TEUs will debut in 2013/2014 – effectively doubling in size in past ten years.*

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**Again, Paul and Steve can lead off the discussion here with respect to outdated federal rules. JaxPort, Everglades and Miami have pending issues with current cost-share. Roy and Steve in the review process right now.**

**Tampa and Manatee have current issues on clarification of determination of federal interest Representative Castor has filed legislation on this issue previously.**

## Remove “New Start” Ban

- ✿ Lift the “New Start” ban to enable allocation of funds to projects that will help Florida and the U.S. compete in the global marketplace. Funds should be allocated to authorized projects with significant economic benefits.
- ✿ Continue providing for “unspecified” appropriations in annual E&W appropriations bills to be allocated to navigation projects which were not budgeted, or were inadequately budgeted.

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**New start ban has impacted all of our major channels. Unspecified appropriations also is important to all Florida seaports. Steve and Paul can address this as a Florida need.**

**Roy also wants to ensure that GRRII funding and the need to put in 2014 Budget to keep USACE projects moving.**

**The discussion on moving projects forwards and authorized appropriations leads right into the next slide. In particular a discussion on reinstatement of “continuing contracts” could be mentioned here as a lead in to the process reform slide next. (I.e., If project is not fully funded at the start, then USACE will bid out in phases, which can delay the project. Example- GRRII in Jax, if funded up front could be dredged in approx. 2 years. If phased in would take around 5 years.)**

# USACE Process Reform

- ✿ Pass language requiring the USACE to streamline and expedite their review process, including but not limited to:
  - Development of a process to fast track projects of regional or national significance;
  - Concurrent rather than sequential review by agencies; and,
  - Elimination of Peer Review.

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**Stan (Canaveral) has just gone through this process and can speak to “streamlining.” Miami also had issues with final approvals on an “approved” project. All of you have horror stories that you can share.**

## Freight Policy/Funding

- ❖ Ensure that Florida's freight implementation plan is recognized and supported in the national freight initiative.
- ❖ Ensure that Florida's seaport connectivity issues are included and prioritized in the National Freight Network.
- ❖ Authorize funding for Florida's freight projects of national and regional significance already identified in strategic state freight plans.
- ❖ Maintain or increase funding provided for port-related infrastructure projects in federal grant programs like TIGER and the Port Security Grant Program.

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**This is a recent policy discussion by Congress that should be applauded.  
This last slide may offer a chance for Bill Johnson to wrap up the discussion.**

502 E. Jefferson Street  
Tallahassee, Florida 32301  
850.222.8028

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**In closing, thank you for having us here today. Please consider us a resource as you are faced with port or freight issues. We are happy to discuss any questions or concerns moving forward.**

**It is always enjoyable to provide an overview to Florida's dynamic system of Seaports and their role and impact on business and consumers.**

**With Florida's leadership, seaports, and business community focused on the future, we are charting a course to economic success that will benefit all Floridians.**

# Thank you

**Congress of the United States**  
**Washington, DC 20515**

February 26, 2013

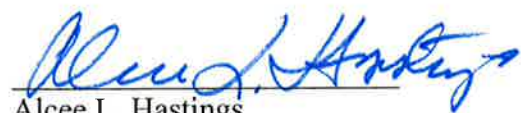
Mr. Doug Wheeler  
President  
Florida Ports Council  
502 East Jefferson Street  
Tallahassee, Florida 32301

Dear Mr. Wheeler:

Thank you for participating in the first Florida Congressional delegation meeting of the 113<sup>th</sup> Congress on February 14, 2013. Your thoughts and perspectives were particularly useful and insightful. We look forward to working with you going forward to help ensure Florida's ports remain world-class facilities.

As a follow-up to our meeting, we would greatly appreciate if you would kindly answer the following questions related to key issues currently facing Florida's ports. Again, thank you for your time and consideration. We look forward to your response.

Sincerely,



Alcee L. Hastings  
Member of Congress



Vern Buchanan  
Member of Congress

1. The intricacies and logistics of operating ports involve using a lot of energy. To what extent do your ports and the trucks and trains that service them utilize clean, sustainable energy, and is there a comprehensive plan in place to cut back on fossil fuels?
2. Florida is a gateway to Latin and South America. Are there opportunities with countries in these regions that Congress should be pursuing?
3. How are the sequestration cuts going to impact the ports?
4. All of your ports clearly vary in function and types of activity. With so many issues and concerns that are shared among all the ports, can you talk about some of the differences? For example, how does operating a large port differ from a small port, or how does a large amount of cruise traffic change priorities versus say shipping containers?
5. Are there specific reasons for the different kinds of cargo that come through a specific port, foodstuffs, electronics, fabricated goods, that kind of thing?
6. Ports are kind of a public-private hybrid of interests. So how, if at all, do the private interests and companies benefit from government activity?
7. In what way will improving other infrastructure like roads and rails across the state and country benefit the ports?
8. How have your ports benefitted from proximity to or inclusion of foreign trade zones?
9. How would expanding or contracting one port impact the others? Where does the money in the Harbor Maintenance Trust Fund come from?
10. What are the Harbor Maintenance Tax funds currently being used for?
11. What happens to any money in the fund that isn't appropriated?
12. Have you ever been given a reason as to why Congress does not fully appropriate the funds from the Harbor Maintenance Trust Fund?
13. Is the Army Corps of Engineers in a logistical position to make use of the full Harbor Maintenance Trust Fund, if they are fully appropriated?





# FLORIDA SEAPORTS

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## Florida Ports Council

Canaveral Port Authority · Port Citrus · Port Everglades · Port of Fernandina · Port of Fort Pierce · Jacksonville Port Authority ·  
Port of Key West · Manatee County Port Authority · PortMiami · Port of Palm Beach · Panama City Port Authority · Port of Pensacola ·  
Port St. Joe Port Authority · Port of St. Petersburg · Tampa Port Authority  
Doug Wheeler, President

March 12, 2013

The Honorable Alcee Hastings  
Co-Chairman Florida Congressional Delegation  
U.S. House of Representatives  
2353 Rayburn House Office Building  
Washington, DC 20515

The Honorable Vern Buchanan  
Co-Chairman Florida Congressional Delegation  
U.S. House of Representatives  
2104 Rayburn House Office Building  
Washington, DC 20515

Dear Chairmen Hastings and Buchanan:

Thank you for discussion on Florida seaports at your first Florida Congressional delegation meeting of the 113<sup>th</sup> Congress. We appreciate your leadership and efforts to improve the flow of international commerce through Florida and the U.S. Our seaports are one of the key economic development foundations in the state -- responsible for 550,000 direct and indirect jobs, \$66 billion in total economic value, and accounting for \$1.7 billion in state and local tax revenues.

We have attached our response to the questions contained in your letter dated February 26, 2013. We urge your support for legislation (including the passage of a Water Resource Development Act) that will remove unnecessary regulatory burdens on the development of U.S. seaport infrastructure, and allow for the full use of revenues in the Harbor Maintenance Trust Fund.

Please let us know if you have any additional questions, or if we can provide any further information to help in the development of seaport infrastructure legislation by this Congress.

Respectfully,

Doug Wheeler  
President, Florida Ports Council

**1. The intricacies and logistics of operating ports involve using a lot of energy. To what extent do your ports and the trucks and trains that service them utilize clean, sustainable energy, and is there a comprehensive plan in place to cut back on fossil fuels?**

Like most U.S. businesses today, Florida's maritime industries are still primarily dependent on fossil fuels for energy needs. However, Florida's seaports, maritime industry and state officials are working together to reduce the use of fossil fuels by Florida businesses. When possible, Florida seaports are retrofitting devices to reduce carbon emissions and reduce their need of fossil fuels.

The State of Florida also has enacted several programs over the past few years to increase the use of alternative clean fuels in the transportation industry. The Florida Department of Transportation is in the middle of a freight mobility study, which includes an analysis of how to increase the implementation of compressed natural gas (CNG), liquefied natural gas (LNG) in Florida, and develop propane energy policies that reduce transportation costs for businesses and residents located in the state.

In addition, several of the ports took advantage of the Federal Government's Diesel Emissions Reductions Act, which appropriated funds to federal and state loan programs for reducing emissions in diesel-powered vehicles. The Florida Legislature is seeking to pass legislation during Regular Session 2013 to reclassify natural gas from being an alternative fuel and provide a structure that will encourage its use alongside traditional petroleum products such as gasoline and diesel.

**2. Florida is a gateway to Latin and South America. Are there opportunities with countries in these regions that Congress should be pursuing?**

Over 76 percent of the international trade moving through Florida involves trade with countries in Latin and South America. Florida, the fourth largest exporting state in the U.S., actually enjoys a positive export to import ratio because of our status as gateway to Latin and South America.

Some of the increase in trading opportunities with these countries has come as a result of federally negotiated free-trade agreements. Many of the FTA countries – including Columbia, the Dominican Republic, Costa Rica, and Chile – are already showing multi-billion increases to their merchandise trade with Florida since the onset of their agreements. We expect that recent agreements with Colombia and Panama will lead to significant increases in U.S. exports to those countries as well.

Cutting tariff and non-tariff barriers to trade will increase the competitiveness of many goods. Latin and South America have historically been the marketplace for U.S. goods. The widening of the Panama Canal presents opportunities for Asian countries to expand their exports to these markets. The U.S. must take steps to ensure that regulatory burdens and the lack of trade agreements do not place U.S. exports at a disadvantage with our trading partners to the south.

### **3. How are the sequestration cuts going to impact the ports?**

The Department of Homeland Security has already contacted our seaports to prepare them for possible delays in the movement of goods and passengers at our seaports due to cuts in personnel and funding. Florida seaports rely on these personnel and funding to secure port infrastructure and conduct cargo and passenger inspections. Reductions in personnel will reduce the efficiency of those and other inspection operations at Florida seaports, resulting in longer clearance times for cruise passengers and delays in cargo passing through Florida ports.

Further reductions to an already underfunded U.S. Army Corps of Civil Engineers (USACE) Works program will continue to hamper the ability of commerce to move through Florida and U.S. commercial waterways. Additional delays in USACE reviews may extend an already arduous and lengthy process another 6 to 12 months. The USACE anticipates a reduction to its Civil Works program of about \$250 million. The Corps plans to make a consistent reduction across all accounts (Investigations, Construction, Operations and Maintenance, etc) and all projects. This will affect maintenance work such as dredging and, therefore, navigation channel availability.

A House Appropriations Energy and Water Development Subcommittee hearing revealed that non-federal sponsors' cost-shared funds will be subject to the same sequestration rules as appropriated funds. Current plans are that the sequestered cost-shared funds would be set aside and unavailable until September 30, 2013, when the sequestration period ends. These funds would be restored/returned or carried into the next fiscal year at the sponsor's preference. For example, if the sequestration were to be a five percent reduction, then 95 percent of the cost-shared funds could be obligated and expended. These cost-shared funds are generally applied to channel studies and channel improvement projects. Impacts would be delayed completion of planned studies and reduced new work dredging quantities.

**4. All of your ports clearly vary in function and types of activity. With so many issues and concerns that are shared among all the ports, can you talk about some of the differences? For example, how does operating a large port differ from a small port, or how does a large amount of cruise traffic change priorities versus say shipping containers?**

There are more similarities than differences amongst our seaports with respect to international commerce business models. However, larger seaports may have more capacity than smaller seaports and thus more ability to handle distribution-intensive enterprises. Larger seaports may also have a larger revenue base to invest in facility upgrades. However, all seaports have a basic capacity and efficiency model that focus on effective cargo and passengers movements.

With respect to cruise traffic versus shipping containers – while they have different logistic and capacity requirements (i.e., passenger parking and cruise terminal versus container laydown and warehousing space) berthing and basic vessel requirements are similar – they both can be serviced efficiently from many Florida seaports. Florida's geographic location allows Florida's seaports to service both cargo and cruise vessels. A review of the six seaports in Florida providing service to both cargo and cruise vessels demonstrate that this diversity in businesses using our seaports is one of the benefits of investments in Florida's infrastructure – both of these maritime industries result in a significant positive economic impact and increased jobs for Floridians.

Florida is fortunate to have seaport access to shipping lanes in the Gulf and Atlantic, and Florida seaports offer service to an extensive consumer market of more than 19 million Floridians and more than 89 million visitors, as well as an efficient freight infrastructure that can move goods to the U.S. and beyond.

**5. Are there specific reasons for the different kinds of cargo that come through a specific port, foodstuffs, electronics, fabricated goods, that kind of thing?**

Bulk cargoes (fuel, aggregate, scrap metal, lumber, etc.) often have different land capacity or storage needs than other types of containerized cargo. For instance, PortMiami does not have the land and tank storage capacity that Port Everglades has for the distribution of fuel.

However, shipping companies are expanding the use of containers to include many historic bulk cargo type shipments – including fuel, juice, and aggregate. As the expanded use of containers continues to grow, the limitation on storage capacity will be directly related to the total acreage of laydown capacity in container cargo yards.

The ability to move goods to market efficiently and expeditiously remains the most important marketing issue for any seaport, and is dependent upon the state logistic/distribution system.

Carriers, beneficial cargo owners like Wal-Mart and Target, and U.S. exporting companies are seeking a transportation system that will allow them to move their product quickly without undue transportation costs added to their bottom line.

**6. Ports are kind of a public-private hybrid of interests. So how, if at all, do the private interests and companies benefit from government activity?**

Ports are one of the key economic development areas where public sector leadership and investment can help attract businesses and promote the growth of jobs and revenue in the private sector. Efficient transportation is the primary factor in reducing costs to businesses and ultimately the consumer. Most seaports act as “landlords,” providing the infrastructure needed by their tenants. Governmental entities responsible for the development of this infrastructure must work with private sector industries to ensure that investments are responsive to industry needs and that vital transportation infrastructure is available to efficiently move goods and people.

The role of a public port agency is to set the foundation for mostly private sector economic activity. Ports and the State also conduct trade development trips to represent Florida overseas as a desirable consumer market and gateway for the US. Another government activity, Foreign–Trade Zones (FTZ), professionally operated by port personnel, provides substantial reduction of burden for small and medium-sized businesses (particularly manufacturers). In an increasingly challenging economic environment, FTZ procedures can represent a critical cost savings for U.S. facilities struggling to compete with facilities abroad.

**7. In what way will improving the infrastructure like roads and rails across the state and country benefit the ports?**

Seaports are the portals of a state or nation’s supply chain, moving goods and people throughout. A seaport may have extremely efficient on-port infrastructure, but if freight cannot move quickly into or off of a port, competitive private sector businesses will move elsewhere. Seaports linkages primarily transfer cargo and people between other modes of transportation. Those modes— ships, roads, and rails—radiate from a seaport to enable the movement of goods and people to their destinations, whether within a region of Florida, in another part of the country, or overseas. Poor seaport access or connectivity, or inefficient mobility can make the seaport, the state and the country less competitive in global commerce.

Recent investments in Florida in both rail and limited access roads have made Florida more attractive as a global hub for the shipment and transshipment of international commerce. Florida is investing state revenues in rail and road connections that will improve the movement of freight

throughout Florida. These state investments are already attracting private sector investments from rail industries and manufacturing companies.

**8. How have your ports benefitted from proximity to or inclusion of foreign trade zones?**

Every operating cargo seaport in Florida participates or was the “grantee” in the operation of a foreign trade zone in Florida. Foreign trade zones are one of the most effective global trade enhancement incentives offered by the federal government. These zones not only encourage investment in facilities and operations in Florida, but also offer a competitive advantage for companies seeking to ship goods overseas.

**9. How would expanding or contracting one port impact the others? Where does the money in the Harbor Maintenance Trust Fund come from?**

State competition over market share and business location remains fierce, especially in southeastern U.S. Florida’s seaports have a unified voice with respect to preserving Florida’s market share in global trade, and are responding competitively regarding the ability to service our own population and visitors. Florida’s population continues to grow and our ability to maintain a stable and vibrant economy for all Floridians is dependent on our ability to develop and maintain an efficient and effective supply chain and delivery system. Investment in our transportation infrastructure improves Florida’s ability to attract and maintain international commerce and jobs.

In 1986, Congress enacted the Harbor Maintenance Tax (HMT) to recover operation and maintenance (O&M) costs at U.S. coastal and Great Lakes harbors from maritime shippers. In Florida, O&M is mostly the dredging of harbor channels to their authorized depths and widths and our needs are critical. The HMT is collected by Customs (CBP) on the value of import cargo, domestic cargo (moving between US ports), cruise passenger tickets, and cargo in FTZs. Those who pay are the cargo owners and the cruise passengers. The funds are accounted for in the HMTF but as much as 50 percent of tax collections are allowed to accumulate or spent on other matters, instead of being spent on channel maintenance as intended.

**10. What are the Harbor Maintenance Tax funds currently being used for?**

By law, HMTF must be used for federal channel maintenance, the construction of dredged material management facilities, to offset the cost of operating the St. Lawrence Seaway system, and cover administrative costs (at CBP) in implementing the law (collecting the tax).



**11. What happens to any money in the fund that isn't appropriated?**

The accumulating, unobligated balance in the HMTF is accounted for in the trust fund and, as part of the general treasury, is often used to balance against deficit spending elsewhere in the federal budget.

**12. Have you ever been given a reason as to why Congress does not fully appropriate the funds from the Harbor Maintenance Trust Fund?**

The president's budget routinely requests an amount equivalent to only part of the annually collected money (in the range of 50-60 percent). Congress routinely caps allocations to energy and water appropriations subcommittees that fund the Corps, which in turn effectively discourages appropriations at levels above what has become typical in O&M funding for port channels nationwide (in the range of \$750-\$850 million). Part of the explanation is that the House and Senate committees, who have to make appropriations decisions within zero-sum constraints, want to be sure that other Civil Works projects like inland locks and dams and flood control do not experience cuts in spending if O&M spending for ports were to increase. Note also that OMB limits the budgeting of funds for O&M to projects that meet certain tests such as cargo volume.

Historically, funding for specific harbor maintenance projects have been specifically identified in Water Resource Development Act legislation. This type of line-item funding in legislation is currently prohibited by Congressional prohibitions against "earmarks." This limitation also may lead to a decrease in the ability of Congress to fully appropriate HMTF funds.

**13. Is the Army Corps of Engineers in a logistical position to make use of the full Harbor Maintenance Trust Fund, if they are fully appropriated?**

It is our understanding that the USACE could spend the full HMTF annual revenue (approximately \$1.5 billion), because it is comparable to the predictable annual demand for O&M funding in the country. Most of the dredging is done by private sector dredges that are employed by the USACE. The private sector dredging industry claims to have the capacity to handle any increase in dredging work.

**TAB 4**  
**ADMINISTRATIVE ISSUES**



**TAB 4A**  
**APPROVAL OF MINUTES**  
**FPC MEETING**  
**Orlando - October 2012**



# FLORIDA SEAPORTS

## CHARTING OUR FUTURE

Florida Ports Council  
[www.flaports.org](http://www.flaports.org)

### MINUTES

## **FLORIDA PORTS COUNCIL**

### **Annual Meeting**

October 8, 2012 – Orlando, FL  
12:30 p.m. – 5:30 p.m.

#### **1. Call to Order**

Chair Val Schwec called the meeting to order at 12:31 p.m.

Schwec welcomed Hunting Deutsch to the meeting. Deutsch stated that he met with FPC staff within weeks of starting his position. Staff shared ports materials and he has since used those materials in talking points for events.

#### **Guest Speaker, Hunting Deutsch, director of the Florida Department of Economic Opportunity (DEO):**

DEO is focused on getting regulation out of the way of competition. We are looking at 36 legislative priorities. Looking at community development issues and streamlining regulations. DEO wants to know what is keeping ports from being competitive. Deutsch stated that ports are very important to the state of Florida and to trade, and offered support on issues needing to be addressed.

Schwec suggested DEO focus on bringing manufacturing to Florida and indicated that the ports can help. Deutsch responded, saying that there is a study being conducted by Gray Swoope with Enterprise Florida, and a national firm, which identifies areas of competitiveness. Mike Poole inquired whether the study considers logistics and other competitor states.

Deutsch commented that he has met with economic development officials in South Carolina and they can sit with agencies to negotiate deals. That is not possible for Florida, but he said they are working with local agencies. Project management is important; service after the sale is critical. Florida's service after the sale needs to improve and DEO is working to follow up more effectively after the sale. Sometimes they have the Governor make the follow up calls. DEO wants to make sure that the company is actually creating the number of jobs that they promised. EFI, DEO and local EDCs working together is critical. Deutsch said the majority of the calls to his agency involve incentives.

#### **2. Chairman's Welcome**

Schwec began his welcome remarks stating that there is a collective buzz about Florida ports. Manufacturing is coming back and becoming more competitive. Labor costs are rising in Asia and companies are looking at where to locate and possibly coming back to this hemisphere. Regional opportunities are growing and businesses are keeping a broad prospective when considering markets, even U.S. markets.

### **3. Roll Call and Opening Comments**

#### **Members Present:**

Manny Almira, Paul Anderson, Carlos Buqueras, Steve Cernak, Jim Fitton, Charles Klug, Clyde Mathis, Walter Miller, Stan Payne, Tommy Pitts, Val Schwec, Wayne Stubbs, Brad Thorpe, and Don West.

#### **Staff Present:**

Doug Wheeler, Toy Keller, Mike Rubin, Jennifer Krell Davis and Christy Gandy.

#### **Others Present:**

Raul Alfonso, David Anderton, Bob Armstrong, Kevin Lynskey, David Kaufman, Ram Kancharla, Juan Kuryla, Eric Olafson, Mike Poole, and Glenn Wiltshire.

#### **Guest Speakers:**

Hunting Deutsch, Department of Economic Opportunity; Marian Johnson, Florida Chamber of Commerce Political Institute; and Lee Sandler, Sandler, Travis, Rosenberg.

Roll Call was taken and the Chairman was informed a quorum was present.

Chair Schwec welcomed Charles Klug, interim director for the Port of Tampa, and then invited the port directors to each give a brief update on their port's activities.

#### **Port comments:**

Wayne Stubbs, Port Panama City, commented that Seaboard has come back to Panama City with copper from New Orleans. They are currently targeting Mexico prospects. FedEx has purchased property near the port, which is encouraging for the intermodal center.

Stan Payne, Port Canaveral, stated that business is up over 20 percent this year and two cargo berths are being built. The port is in the process of building a \$20 million visitor center and welcome center.

Brad Thorpe, Port Citrus, said that the port is working on the feasibility study and dealing with legal challenge. A company has purchased property near the port with the intention to manufacture and distribute wall board.

Juan Kuryla, PortMiami, remarked that the port is expecting a busy cruise season with Carnival's new ship and Disney coming. The dredging process is moving forward. The port is busy reaching out to prospects in Brazil and Colombia as well as other Latin American countries such as Chile and Peru.

Carlos Buqueras, Port Manatee, stated that they have had the groundbreaking for Berth 12 and the relocation of two locomotives, which is a TIGER grant supported project. The port also closed on the Air Products joint effort, bringing 250 jobs to area.

Walt Miller, Port of St. Petersburg, said that the port is in the final phase of port renovation. The renovation was funded through the FSTED program. They are now focusing on utility installation to help attract mega-yacht industry.

Don West, Port of Ft. Pierce, said that the port is working to update its Master Plan. The port has shoaling in the channel and has finally decided to take it on as a local project. They have gotten permits from the Army Corps and are working under the DEP exemption for dredging.

Tommy Pitts, Port of Port St. Joe, commented that the port is working with St. Joe Company to market the combined properties. The St. Joe Company just announced their new partnership with Bank of Montreal to assess opportunities. The port is also updating its Master Plan.

Mike Poole, JAXPORT, reported stable activity on the vehicle side. They are down on the construction side, but break bulk is coming back. The port is renovating and rehabbing berths. They were awarded TIGER funds on the rail-yard project and are marketing that to a broader hinterland. JAXPORT is updating its Master Plan (last one was in 1993), undergoing a substantial revision to create a visionary document.

Charles Klug, Port of Tampa, stated that their Gateway Rail project is progressing (ethanol movement via train). With this project, the port can use the same train to move goods to the Midwest. They are renovating their petroleum facilities and replacing docks. The port also has a contract with NexLube to take used "water oil" to make "white oil" for resale. CSX and Kinder Morgan are also interested in the resale of white oil projects.

Steve Cernak, Port Everglades, said that the port is currently filling key positions. They are seeing slow steady growth in cargo. The port is focusing on infrastructure to move forward, i.e., the turning notch, the ITF facility, and highway improvements.

Clyde Mathis, Port of Pensacola, remarked that revenues are up over the past year, while expenses are down. The offshore industry servicing business is picking back up and they are exporting more copper and cars to Colombia.

Manny Almira, Port of Palm Beach, commented that the port made money this year, for the first time in eight years. On October 17, their first gambling ship will begin operating. They have new biodiesel business that will start in January, blending and distributing. The port has a new asphalt terminal that will ship out 8 carloads a week from Minnesota. Their exports are - 30 percent higher than last year and the Caribbean business appears to be coming back.

Schwec, Port of Fernandina, stated that they are also updating their Master Plan. The port has received some security grant funds and they are updating those grants. The County economic development agency has picked up on what the state is doing and is focusing on attracting more manufacturing. Rayonier is locating a manufacturing center in close proximity and trying to bring manufacturing to west Nassau County at the Crawford Diamond (where CSX and NX cross). That location is a magnet for manufacturing and distribution as well as logistics. The port has had two record years in a row, but this year has been down for the commodities.

#### **4. Approval of the Minutes – June 2012 Meeting in Tampa**

Schwec asked for approval of the June minutes. Cernak motioned for approval, Payne seconded. Motion was approved unanimously.

## 5. Administrative Issues

### a. President's Comments

Doug Wheeler remarked that by all measures this has been a great year for the ports and FPC as a whole. There have been great accomplishments financially and in external perception. FPC also credits the ports in their volunteer roles, committees and leadership roles. Port staff has been very supportive and FPC relies on port staff to reach goals.

Florida ports have had two very successful legislative sessions, starting last year with security issues, and this year working with FDOT to pass significant infrastructure funding measures. It is possible that FDOT would not have passed their package without the support of the FPC.

Wheeler commented that we will face a day when ports are not in the limelight but statutory minimums for funding have been placed in statute that will help protect our future. Wheeler noted that the FSTED Council had established a need for approximately \$50 million in seaport funding. FDOT subsequently attempted to eliminate the FSTED program altogether. Although recent funding is not all FSTED dollars, we managed to achieve the FSTED goal of \$50M guaranteed in statute, regardless of who is in office.

The FPC now has a working relationship with FDOT on policy issues, local, state and federal. Our office is the first point of contact when Florida port events or news happens. On a communications front, we are working to expand our social media outreach via Twitter and Facebook. We will discuss further marketing efforts later in the meeting and are hearing good things from the Marketing Committee. Branding and visibility have increased in state and national conversations about ports. Also, the FPC is updating its collection of current seaport photographs which hang throughout the office.

Wheeler stated that, we continue to revise and evaluate our internal administrative processes. The FPC has revised the employee manual, adopted a new dues process, hired a new IT provider, to improve services and has initiated a new and transparent budgeting process.

Wheeler commented that our partnerships have continued to strengthen. FDOT publically acknowledges the collaborative and productive relationship between offices. FDOT and FPC have recently engaged on joint data and marketing efforts. Enterprise Florida (EFI) continues to be another critical partner. We are working to increase engagement with their board. Wheeler stated that he serves on several committees including international and manufacturing. In addition, the Florida Department of Environmental Protection has proactively contacted FPC staff to assist with port issues. Other agencies also are actively reaching out to FPC to address issues.

Klug asked about whether ports should be active on social media. Wheeler encouraged ports to work with Davis to explore social media efforts. Davis detailed options for Twitter and Facebook and offered to work directly with port staff or help set up the accounts.

**b. Budget Report**

Wheeler and the FPC board discussed the budget report.

**c. Governance**

**1. Election of Officers: FPC Board Nominating Committee Report**

Manny Almira, chair of the Nominating Committee, briefed the Board on the report. Phil Allen had retired and Bill Johnson had been elected to complete his term. The committee requested that the officers remain in their positions so that the terms would not be different among the officers, but with a two year cap. Johnson was really finishing his first term, and Wheeler recommended that we carry forward the current slate of officers so that the cycle of elections could be started next year, instead of splitting the officers.

Stubbs made a motion to accept nominating report. Cernak seconded. Motion passed.

**d. Other Issues**

**1. FPC Communications Memo**

Mathis reported that Anderson recommended a status report be provided by FPC staff on a monthly basis. Stubbs said that the recommendation to get a regular update was good, maybe a phone call, but not necessarily the recommendation to include port directors in meetings or have to report before a meeting occurs.

Wheeler – the call would be a good possible solution to the issues with two-way communication so that both the ports and FPC staff are relaying critical information about recent events. Mike Poole clarified that Anderson just wanted a monthly report to ensure better communication.

Schwec said that there is not an actionable item at this point. Wheeler committed to following up with Anderson and getting more information about the nature of the product being requested.

**6. Communications Report**

Jennifer Davis detailed the press coverage and social media successes. The Twitter account has seen 250 more followers since February and the Facebook account has 217 likes (with a start of 8 in February). FPC also tried a Facebook ad and has seen increased engagement by users on many of the posts with port news or photos from the ports.

Some notable interactions on Twitter included conversations with FDOT, PIERS, U.S. Rep. Janice Hahn (Port Caucus), national and state media, and local port officials.

Davis also reviewed releases sent out on publications and federal issues, and reviewed coverage of those releases. The Council has been more proactive in writing letters to the editor in support of local port issues. Davis asked that if anyone would like for the Florida Ports Council to assist with local media, to please let her know.

#### **Guest Speaker – Marian Johnson, Florida Chamber of Commerce**

Wheeler welcomed Marian Johnson and provided a brief introduction. Johnson detailed the changes in the legislative offices due to redistricting. Johnson then provided a briefing on the campaign dollars being spent and the divisive races around the state.

#### **Guest Speaker – Lee Sandler, Perishables Coalition**

Lee Sandler provided a briefing on perishables movement in Florida. The current problem is that perishables are being shipped up the East Coast and then brought down to Florida. The Coalition is working with the Florida Department of Agriculture on the regulations involved. Their goal is to open up opportunities for Florida trade. There needs to be “skin in the game” - if it costs us \$25M to clean up, will the ports participate in that cost? The Perishables Coalitions needs enough contributions to show the ports are committed to bringing these crops to Florida. Sandler detailed the types of products and the countries they come from that are restricted from coming into Florida. The restrictions on perishables predate the technology that has been created to address the concerns.

Kuryla stated that Miami has been dealing with this issue for years. Eric Olafson added that 40 years ago the ports only had summer fruit. When Chile started planting summer crops during our winter, they were lobbied by Northern Ports to have it brought to Philadelphia. When that first started it was shipped as break bulk and was in an open container. Now it is sealed and closely monitored for temperature control. Lee added that when this regulation was created, the consumer market was much smaller.

Almira inquired about the infrastructure needs. Sandler responded that the port has to be able to start the cold treatment process on the ship or complete the process on port, and be able to address problems immediately.

### **7. Planning**

#### **a. Organizational - Florida Ports Council**

##### **1. Marketing Plan/Strategy**

Davis presented the detailed FPC Marketing Plan approved by the Marketing Committee. The plan provided target markets and tool to reach those markets. Almira asked about the target markets identified and Davis explained that the top trading partners list from Enterprise Florida was used. Davis explained the costs for the events for the total budget amount, but stated that individual items could be removed or modified. Davis suggested the Intermodal South America event as a high expense item that could be revisited later instead of included in the first year Marketing plan.

Stubbs questioned whether the amount of the budget was the right amount, and had concerns about the Florida Trend advertising. Schwec stated that the Break Bulk Conference was too large an event to spend such a small amount of money and expect effective marketing in return. Almira commented that maybe the Council should have more time to digest the plan.

Schwec stated that we could take off the items in question and just vote on the plan to move forward. Stubbs stated that we should vote on the plan minus the ISA event and the Florida Trend advertising. Schwec suggested that the marketing plan assessment follow a similar ratio as the dues structure and that it be amended to the budget; billed as a dues amendment.

Stubbs motioned to approve the amended plan. Mathis seconded. The motion passed.

**b. Policy/Legislative**

**State:**

Rubin stated that we are looking at the new leadership and new members in the Legislature and we believe the Legislature as a whole will continue to be supportive. FPC staff will start the legislative update emails again in a couple of months. We want to work together to put forward a unified front.

Rubin reviewed possible options for the bonding process, including having the FPFC finance the bond versus the Division of Bond Finance issuing the debt. We will evaluate which legislators are interested in this issue, if any. Stubbs asked why we would want to have the responsibility. Wheeler responded that the division goes through the competitive bid and a negotiated bid would possibly result in more dollars.

Wheeler noted that FDOT thinks the Division is comfortable with issuing the bond. Schwec asked who would do reallocations if they should be necessary. Rubin answered that FDOT would reallocate and there is no guarantee that it would be reallocated to port projects. Poole commented that we need to be careful on broaching reallocation issues – the Governor is not against debt, just need ROI to support reallocation. Kancharla commented that the FPFC Technical committee should report back with facts. The Council agreed.

Rubin stated that Rep. Ray will file an incentives bill. The language is in the meeting materials. It will be difficult to pass an incentives bill this session. Our competitor states have incentives, and we need to look at those options. FDOT is working on their package. They are looking to repeal the Small Port Dredging Program, which was created by Sen. Fasano. That initiative has not been funded. They were trying to repeal the rule, but FPC suggested that they needed to change the statute first.

Rubin continued that there are no environmental issues that need statutory changes at this time.

Rubin commented that there is a potential records exemption for projects that have already issued an RFP within the Competitive Negotiating Act. Payne remarked that the competition in Florida is different than other states due to Florida's Sunshine Law. Other states do not have that strict structure to work within.

Stubbs stated that ports need flexibility, but not distractions during the Legislative Session. Wheeler added that language with broad generalities might be possible to provide exemptions.



Payne said that EDCs have exemptions so that they can operate; maybe the ports could look at that language and examples from other states. . Rubin remarked that we could look and see if we can tie the exemptions to projects or strategic plans.

**Federal:**

The federal report was not given due to the time constraints of the meeting. Wheeler stated that the Ports Council is looking at a spring fly-in, because we need to wait until the new members are settled in after the fall elections.

Kuryla added that PortMiami is continuing to appeal for federal reimbursement of the \$77M loan for their dredge project and will be asking the FSTED Council for consideration when that money is returned.

There being no further business to discuss, Kuryla moved to adjourn, Payne seconded. Motion was passed and meeting was adjourned at 5:48 p.m.

**TAB 4B**  
**PRESIDENT'S COMMENTS**

**TO BE DISCUSSED AT MEETING**

**TAB 4C**  
**BUDGET REPORT**



# FLORIDA SEAPORTS

CHARTING OUR FUTURE


## The Florida Ports Council

Canaveral Port Authority · Port Citrus · Port Everglades · Port of Fernandina · Port of Fort Pierce · Jacksonville Port Authority ·  
Port of Key West · Manatee Port Authority · Port of Miami · Port of Palm Beach · Panama City Port Authority · Port of Pensacola ·  
Port St. Joe Port Authority · Port of St. Petersburg · Tampa Port Authority  
Doug Wheeler, President

### MEMORANDUM

**DATE:** February 5, 2013

**TO:** Florida Ports Council Board of Directors

**FROM:**  Doug Wheeler, President

**SUBJECT:** Florida Ports Council Financial Statements

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We are pleased to present to you with a bound copy of the financial statements for the Florida Ports Council for the fiscal year ending September 30, 2012, as prepared by Carr, Riggs & Ingram (CRI).

We have also included the Management and Governance Letters submitted by CRI. Please take some time to review as this will be discussed at the meeting on April 1, in Tallahassee.

We are pleased with the noted "significant improvements" on implementation of a Policies and Procedures Manual and will continue to strive to improve all Ports Council policies and procedures as opportunities arise.

Thank you for your continued support of the Florida Ports Council and, as always, please do not hesitate to call me with any questions or comments

ENCLOSURE



Carr, Riggs & Ingram, LLC  
1713 Mahan Drive  
Tallahassee, Florida 32308

(850) 878-8777  
(850) 878-2344 (fax)  
[www.cricpa.com](http://www.cricpa.com)

January 31, 2013

Mr. Doug Wheeler, President  
Florida Seaports Council, Inc.  
502 E. Jefferson Street  
Tallahassee, FL 32301

Dear Doug:

Enclosed please find seventeen bound copies of the financial statements for Florida Seaports Council, Inc. Also enclosed are copies of the governance and management letters.

If you have any questions, please give me a call.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe".

Joseph T. Schenck

bt

Enclosures



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Tallahassee, FL 32308

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January 28, 2013

To the Board of Directors  
Florida Seaports Council, Inc.

We have audited the financial statements of Florida Seaports Council, Inc. (the Council) for the years ended September 30, 2012 and 2011, and have issued our report thereon dated January 28, 2013. Professional standards require that we provide you with the following information related to our audit.

#### Our Responsibility under U.S. Generally Accepted Auditing Standards

As stated in our engagement letter dated November 6, 2012, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

#### Significant Audit Findings

##### *Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Florida Seaports Council, Inc. are described in Note 2 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2012 and 2011. We noted no transactions entered into by the Council during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. No significant estimates were noted.

We noted certain matters to strengthen the Council's internal controls in the management letter dated January 28, 2013.

##### *Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

##### *Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. The attached report of adjusting journal entries includes material misstatements detected as a result of audit procedures that were corrected by management.

*Disagreements with Management*

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

*Management Representations*

We have requested certain representations from management that are included in the management representation letter dated January 30, 2013.

*Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Council's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

*Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Council's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with U.S. generally accepted accounting principles, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

This information is intended solely for the use of the Board of Directors and management of Florida Seaports Council, Inc. and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

  
Carr, Riggs & Ingram, LLC





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Tallahassee, FL 32308

(850) 878-8777  
(850) 878-2344 (fax)  
[www.cricpa.com](http://www.cricpa.com)

January 28, 2013

Board of Directors  
Florida Seaports Council, Inc.  
Tallahassee, Florida

In planning and performing our audit of the financial statements of Florida Seaports Council, Inc. (the Council) as of and for the years ended September 30, 2012 and 2011, in accordance with auditing standards generally accepted in the United States of America, we considered the Council's internal control over financial reporting (internal control) as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Council's internal control. Accordingly, we do not express an opinion on the effectiveness of the Council's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be significant deficiencies or material weaknesses and therefore there can be no assurance that all such deficiencies have been identified. However, as discussed below, we identified certain deficiencies in internal control that we consider to be material weaknesses and other deficiencies that we consider to be significant deficiencies.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. We consider the following deficiencies in Florida Seaports Council, Inc. internal control to be material weaknesses:

#### **Preparation of GAAP-based Financial Statements**

We proposed various adjusting entries as part of our audit. Significant entries include adjustments for bond refinancing costs, deferred dues, and certain unrecorded liabilities. These entries, if unrecorded, would cause the financial statements to be materially misstated in accordance with generally accepted accounting principles (GAAP). In addition, management relies on us to prepare their financial statements including the required note disclosures. Management believes this policy is the most cost-effective approach to prepare annual financial statements in accordance with GAAP.

Board of Directors  
Florida Seaports Council, Inc.  
Page 2

We wish to thank the Council's staff for their support and assistance during our audit. The commitment made by Doug Wheeler and the Council's accounting staff was apparent as they showed significant improvements with the implementation of a policies and procedures manual established by the Council.

This communication is intended solely for the information and use of management, others within the Council and the Board of Directors and is not intended to be and should not be used by anyone other than these specified parties.

  
Carr, Riggs & Ingram, LLC

**Florida Seaports  
Council, Inc.**

**Financial Statements**

**September 30, 2012 and 2011**

# Florida Seaports Council, Inc.

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Carr, Riggs & Ingram, LLC  
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[www.cricpa.com](http://www.cricpa.com)

## INDEPENDENT AUDITORS' REPORT

Board of Directors  
Florida Seaports Council, Inc.

We have audited the accompanying statements of financial position of Florida Seaports Council, Inc. (a Florida nonprofit corporation) as of September 30, 2012 and 2011, and the related statements of activities and cash flows for the years then ended. These financial statements are the responsibility of the Council's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Florida Seaports Council, Inc. as of September 30, 2012 and 2011, and the changes in its net assets and its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The schedule of revenues and expenses – comparison of budget to actual is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

A handwritten signature in cursive script, appearing to read "Carr, Riggs &amp; Ingram".

January 28, 2013

**Florida Seaports Council, Inc.**  
**Statements of Financial Position**

<i>September 30,</i>	<b>2012</b>	<b>2011</b>
<b>Assets</b>		
Current assets		
Cash and cash equivalents	\$ 259,968	\$ 129,130
Administrative fees receivable	15,459	-
Due from Florida Ports Financing Commission	-	8,332
Prepaid expenses	29,952	11,109
Deposits	250	250
Total current assets	305,629	148,821
Property and equipment - net	557,562	555,858
Loan costs - net	3,254	3,575
Total assets	\$ 866,445	\$ 708,254
<b>Liabilities</b>		
Current liabilities		
Accounts payable and accrued expenses	\$ 10,857	\$ 5,248
Retirement plan liability	23,355	18,423
Deferred dues revenue	-	12,940
Notes payable - current portion	13,878	13,061
Total current liabilities	48,090	49,672
Accrued leave	19,652	-
Notes payable - long term portion	189,477	203,355
Total liabilities	257,219	253,027
Unrestricted net assets	609,226	455,227
Total liabilities and net assets	\$ 866,445	\$ 708,254

See accompanying notes to the financial statements.

**Florida Seaports Council, Inc.**  
**Statements of Activities**

<i>Years ended September 30,</i>	<b>2012</b>	<b>2011</b>
<b>Unrestricted revenues and support</b>		
Membership dues	\$ 280,260	\$ 269,000
FSTED program fees	417,773	351,300
FSTED bond savings administrative service fees	343,959	-
FSTED fees - SIS projects	-	133,000
Other revenue	3,193	735
Total revenues and support	1,045,185	754,035
<b>Expenses</b>		
Salaries	533,496	513,588
Payroll taxes	40,713	35,427
Group health insurance	47,523	46,260
Retirement contribution	26,459	19,846
Special consultants	18,092	12,103
Accounting	10,275	10,286
Memberships	23,712	15,634
Travel and meetings	69,844	56,566
Interest and bank charges	12,621	14,368
Insurance	11,542	9,876
Facility expense	15,459	11,259
Seaport mission plan	6,712	9,180
Communications	17,174	16,463
Equipment rental and supplies	24,942	17,105
Environmental management	16,649	20,899
Public relations and public awareness	4,953	8,303
FSTED court reporter	1,516	9,791
Other	4,935	7,837
Amortization	321	57
Depreciation	4,248	13,838
Total expenses	891,186	848,686
<b>Change in unrestricted net assets</b>	<b>153,999</b>	<b>(94,651)</b>
<b>Unrestricted net assets - beginning of year</b>	<b>455,227</b>	<b>549,878</b>
<b>Unrestricted net assets - end of year</b>	<b>\$ 609,226</b>	<b>\$ 455,227</b>

See accompanying notes to the financial statements.



**Florida Seaports Council, Inc.**  
**Statements of Cash Flows**

<i>Years ended September 30,</i>	<b>2012</b>	<b>2011</b>
<b>Cash flows from operating activities</b>		
Change in unrestricted net assets	\$ 153,999	\$ (94,651)
Adjustments to reconcile changes in unrestricted net assets to net cash provided by (used in) operating activities:		
Depreciation	4,248	13,838
Amortization	321	57
(Increase) decrease in:		
Receivables	(7,127)	47,732
Prepaid expenses	(18,843)	(8,347)
Increase (decrease) in:		
Payables	5,609	15,032
Retirement plan liability	4,932	-
Accrued leave	19,652	-
Deferred revenues	(12,940)	(50,050)
Net cash provided by (used in) operating activities	149,851	(76,389)
<b>Cash flows from investing activities</b>		
Purchase of property and equipment	(5,952)	(3,113)
Net cash used in investing activities	(5,952)	(3,113)
<b>Cash flows from financing activities</b>		
Payments to refinance mortgage	-	(3,632)
Proceeds from long-term debt, net	-	3,416
Principal payments on long-term debt	(13,061)	-
Net cash used in financing activities	(13,061)	(216)
Change in cash and cash equivalents	130,838	(79,718)
<b>Cash and cash equivalents at beginning of year</b>	<b>129,130</b>	<b>208,848</b>
<b>Cash and cash equivalents at end of year</b>	<b>\$ 259,968</b>	<b>\$ 129,130</b>
<b>Supplemental disclosures</b>		
Interest paid	\$ 12,304	\$ 14,709

See accompanying notes to the financial statements.



## **Florida Seaports Council, Inc.**

### **Notes to Financial Statements**

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#### **NOTE 1 – NATURE OF BUSINESS**

The Florida Seaports Council, Inc., (the Council) is a Florida nonprofit corporation formed on September 8, 1994 and conducts business as The Florida Ports Council. The purpose of the Council is to support and promote the economic development of the various deep-water Ports in the State of Florida that are involved in international commerce and the movement of cargo and passengers.

A major activity of the Council is the administration of the Florida Seaport Transportation and Economic Development Council (FSTED) grant program created under Chapter 311, Florida Statutes. The Council serves as a third-party administrator for FSTED and provides staff to assist in the preparation and submission of all grant applications from the various Ports to FSTED. The Council reviews all grant applications for accuracy and completeness of information and works with the State of Florida, Departments of Transportation, Community Affairs and the Office of Tourism Trade, and Economic Development to ensure all departmental requirements are met for each grant application. The Council works with the Ports and State Agencies to ensure timely execution of Joint Participation Agreements on approved projects. The Council provides services to FSTED in the form of an Assistant Secretary to the FSTED Council who keeps records of FSTED Council meetings, informs member ports about proposed FSTED Council actions, reviews and promulgates FSTED Council by-laws and administrative rules, and provides ministerial and legal services to the FSTED Council as requested. In order to implement several sections of Chapter 311, Florida Statutes, the Council hires consultants and provides the necessary services to annually promulgate the Five-Year Seaport Mission Plan, to satisfy the legislative requirements relating to the acquisition of economic benefit and trade data information. The Council receives a variable fee of each approved grant upon execution of a Joint Participation Agreement. These fees may not be paid from grant funds.

#### **NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

##### ***Basis of Presentation***

Financial statement presentation follows the recommendations of the Financial Accounting Standards Board, ASC 958, *Not-for-Profit Entities*. Under FASB ASC 958, the Council is required to report information regarding its financial position and activities according to three classes of net assets: unrestricted net assets, temporarily restricted net assets, and permanently restricted net assets. At September 30, 2012 and 2011, all net assets were unrestricted.

##### ***Basis of Accounting***

The accompanying financial statements have been prepared on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America and reflect all significant receivables, payables, and other liabilities.

##### ***Cash and Cash Equivalents***

Cash and cash equivalents are all short-term highly liquid investments that have an original maturity of three months or less.

## **Florida Seaports Council, Inc.**

### **Notes to Financial Statements**

---

#### **NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

##### ***Property and Equipment***

Acquisitions of property and equipment in excess of \$500 are capitalized. Property and equipment are carried at cost or, if donated, at the approximate fair value at the date of donation. Depreciation is computed using the straight-line method over the estimated useful lives of the assets. Furnishings and equipment are depreciated for 3-7 years, building and building improvements for 40 years.

##### ***Income Taxes***

The Council is a non-profit corporation and has been granted an exemption under Section 501(c)(6) of the Internal Revenue Code. The Council is considered to be an organization other than a private foundation. The Council is exempt from income taxes except for taxes on unrelated business income. As of September 30, 2012, there was no unrelated business income subject to taxes.

##### ***Use of Estimates***

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

##### ***Compensated Absences***

Upon termination, an employee is paid at their current rate for any unused leave. Employees with less than five years of service may rollover up to 35 hours each calendar year. Employees with more than five but less than ten years of service may rollover up to 52.5 hours each calendar year. Employees with more than ten years of service may rollover up to 70 hours each calendar year. The Council has accrued annual leave of \$19,652 and \$-0- as of September 30, 2012.

##### ***Allowance for Doubtful Accounts***

The Council believes all receivables are collectible and accordingly has made no provision for doubtful accounts. Receivables totaling \$-0- were written-off during the years ended September 30, 2012 and 2011.

##### ***Subsequent Events***

Subsequent events have been evaluated through the date of the independent auditors' report.

**Florida Seaports Council, Inc.**  
**Notes to Financial Statements**

**NOTE 3 – PROPERTY AND EQUIPMENT - NET**

A summary of property and equipment is as follows:

<i>September 30,</i>	<b>2012</b>	<b>2011</b>
Land	\$ 200,000	\$ 200,000
Building and improvements	440,372	440,372
Furnishings and equipment	57,164	51,212
Total property and equipment - at cost	697,536	691,584
Accumulated depreciation	(139,974)	(135,726)
Property and equipment - net	\$ 557,562	\$ 555,858

Depreciation expense for years ended September 30, 2012 and 2011 totaled \$4,248 and \$13,838, respectfully.

**NOTE 4 – NOTES PAYABLE**

Notes payable consist of the following:

<i>September 30,</i>	<b>2012</b>	<b>2011</b>
Note payable to a financial institution with monthly payments of \$2,113, including interest at 5.75% per annum, collateralized by the Council's office building, matures June 2023.	\$ 203,355	\$ 216,416
Total notes payable	203,355	216,416
Less: current portion	13,878	13,061
Notes payable – long-term portion	\$ 189,477	\$ 203,355

Estimated maturities on long-term debt for the next five years and thereafter are as follows:

<i>Years ending September 30,</i>	
2013	\$ 13,878
2014	14,709
2015	15,590
2016	16,498
2017	17,511
Thereafter	125,169
Total minimum future payments	\$ 203,355

## Florida Seaports Council, Inc.

### Notes to Financial Statements

#### NOTE 5 – RETIREMENT PLAN

During April 2011, the Council amended their defined contribution 401k plan. Salaried employees over age twenty-one with three months of service are eligible to participate. The Council is obligated to make an annual contribution of at least 3% of eligible compensation, with an optional 100% match on employee contributions up to 3% of the employees' eligible compensation. Retirement plan expenses totaled \$26,459 and \$19,846 for the years ended September 30, 2012 and 2011, respectively.

#### NOTE 6 – OPERATING LEASES

The Council leases office equipment under a non-cancelable operating lease ending in June 2014. The lease contains an option whereby the Council can purchase the equipment at the end of the lease term for its fair market value.

Future minimum lease payments related to the office equipment lease are as follows:

<i>Years ending September 30,</i>		
2013	\$	3,800
2014		2,850
Total minimum future payments	\$	6,650

Rent expense for the years ended September 30, 2012 and 2011 was \$24,942 and \$17,105, respectively.

#### NOTE 7 – LINE OF CREDIT

The Council has a revolving line of credit at a financial institution of \$150,000, with an interest rate equal to the prime rate as published by the Wall Street Journal plus 1.0%, (4.25% at September 30, 2012) limited to a floor of 4.0%. The line of credit is unsecured and expires February 2013. There were no amounts outstanding as of September 30, 2012 and 2011.

#### NOTE 8 – PROGRAM AND SUPPORTING SERVICES

Total expenses per the statement of activities are allocated between program and management and general expenses as follows:

	2012	2011
Program	\$ 626,607	\$ 582,393
Management and general	264,579	266,293
Total expenses	\$ 891,186	\$ 848,686

Management and general expenses include all expenses related to the Council's management contract, board and committee meetings, travel, and other office related expenses.

## **Florida Seaports Council, Inc.**

### **Notes to Financial Statements**

---

#### **NOTE 9 – COMMITMENTS**

The Council entered into a Program Administration Agreement in 1996 and 1999 with the Florida Ports Financing Commission (FPFC) whereby the Council provides general administrative services to FPFC and performs all responsibilities required of it under the related Indentures of Trust and other documents. The Council is compensated by FPFC with expense reimbursements agreed upon annually between the parties. The expense reimbursements were \$0 for the fiscal years ended September 30, 2012 and 2011. The agreements expire in the year 2027 and 2030, unless terminated earlier under certain circumstances.

#### **NOTE 10 – LOAN COSTS - NET**

During 2011, the Council refinanced the mortgage on the building. As part of the refinancing, the Council incurred loan costs totaling \$3,632. These costs have been capitalized and are being amortized over the life of the loan. During 2012, amortization of loan costs totaled \$321. At September 30, 2012 accumulated amortization totaled \$378.

#### **NOTE 11 – INCOME TAXES**

The Council utilizes the requirements associated with uncertainty in income taxes using the provisions of Financial Accounting Standards Board (FASB) ASC 740, *Income Taxes*. Using that guidance, tax positions initially need to be recognized in the financial statements when it is more-likely-than-not the positions will be sustained upon examination by the tax authorities. It also provides guidance for derecognition, classification, interest and penalties, accounting in interim periods, disclosure and transition. As of September 30, 2012, the Council has no uncertain tax positions that qualify for either recognition or disclosure in the financial statements.

The federal income tax returns of the Council for 2009, 2010 and 2011 are subject to examination by the Internal Revenue Service, generally for three years after they are filed.

#### **NOTE 12 – DUE FROM FLORIDA PORTS FINANCING COMMISSION**

The Council incurred various expenses throughout the year relating to refinancing of The Florida Ports Financing Commission's 1996 and 1999 bond issues. The amounts due to the Council related to this project as of September 30, 2012 and 2011 were \$-0- and \$8,332, respectively.

## **Supplemental Information**

**Florida Seaports Council, Inc.**  
**Schedule of Revenues and Expenses**  
**Comparison of Budget to Actual**  
**For the year ended September 30, 2012**

	Actual	Budget (Unaudited)	Variance Favorable (Unfavorable)
<b>Revenues</b>			
FPC dues	\$ 280,260	\$ 280,260	\$ -
Admin. fee - FSTED Program	417,773	438,900	(21,127)
FPFC bond program	343,959	343,959	-
Other	3,193	-	3,193
<b>Total revenues</b>	<b>1,045,185</b>	<b>1,063,119</b>	<b>(17,934)</b>
<b>Expenses</b>			
<b>President</b>			
Compensation	145,000	145,000	-
Insurance and other benefits	6,671	7,600	929
Pension plan contribution	8,700	8,700	-
<b>Total president</b>	<b>160,371</b>	<b>161,300</b>	<b>929</b>
<b>Vice President – Public Affairs</b>			
Compensation	70,885	80,000	9,115
Insurance & other benefits	8,293	-	(8,293)
Pension plan contribution	1,715	-	(1,715)
<b>Total executive vice president</b>	<b>80,893</b>	<b>80,000</b>	<b>(893)</b>
<b>Executive Vice President</b>			
Compensation	63,598	52,889	(10,709)
Insurance & other benefits	5,472	-	(5,472)
Pension plan contribution	2,462	-	(2,462)
<b>Total executive vice president</b>	<b>71,532</b>	<b>52,889</b>	<b>(18,643)</b>
<b>Vice President – Government Affairs</b>			
Compensation	108,198	115,360	7,162
Insurance & other benefits	13,026	14,300	1,274
Pension plan contribution	6,922	6,922	-
<b>Total vice president</b>	<b>128,146</b>	<b>136,582</b>	<b>8,436</b>
<b>Administrative Staff</b>			
Compensation - office manager	26,000	26,000	-
Compensation - front office	14,863	15,000	137
Incentive compensation	300	-	(300)
Pension plan contribution	1,560	1,560	-
<b>Total administrative staff</b>	<b>42,723</b>	<b>42,560</b>	<b>(163)</b>
<b>Vice President/Programs &amp; Planning</b>			
Compensation	85,000	85,000	-
Insurance & other benefits	14,061	16,500	2,439
Pension plan contribution	5,100	5,100	-
<b>Total vice president - programs &amp; planning</b>	<b>104,161</b>	<b>106,600</b>	<b>2,439</b>
Special consultants	18,092	21,000	2,908
<b>Total consultants</b>	<b>18,092</b>	<b>21,000</b>	<b>2,908</b>

See accompanying notes to the financial statements.

**Florida Seaports Council, Inc.**  
**Schedule of Revenues and Expenses**  
**Comparison of Budget to Actual**  
**For the year ended September 30, 2012**  
**(Continued)**

	Actual	Budget (Unaudited)	Variance Favorable (Unfavorable)
Workers' compensation	1,794	3,000	1,206
Payroll taxes	40,713	30,000	(10,713)
Leave expense	19,652	-	(19,652)
Accounting	10,275	11,000	725
Bank charges	12,621	300	(12,321)
Communications	17,174	15,000	(2,174)
Equipment - rent, purchase & supplies	24,942	18,800	(6,142)
Court reporter - FSTED/FPFC	1,516	7,000	5,484
Miscellaneous	2,973	1,000	(1,973)
Building expenses	25,207	51,065	25,858
Seaport mission plan	6,712	15,000	8,288
Conferences	8,016	8,850	834
Travel & related expenses	27,566	38,750	11,184
Meetings	34,262	23,500	(10,762)
Memberships and sponsorships	23,570	23,000	(570)
Public relations	4,953	5,000	47
Environmental growth management	16,649	21,500	4,851
Website development	2,104	2,000	(104)
Amortization	321	-	(321)
Depreciation	4,248	-	(4,248)
Total expenses	891,186	875,696	(15,490)
<b>Excess recurring expense</b>	<b>\$ 153,999</b>	<b>\$ 187,423</b>	<b>\$ (33,424)</b>

See accompanying notes to the financial statements.



**TAB 4D**  
**GOVERNANCE**

**TO BE DISCUSSED AT MEETING**

**TAB 4E**  
**OTHER ISSUES**

**TO BE DISCUSSED AT MEETING**

**TAB 5**  
**COMMUNICATIONS REPORT**

# Top Twitter Interactions!

A snapshot of some of the Florida Ports Council Twitter interactions...



**Thompson Creative**™  
@DavickaTC2

Prepping for the first [#PortofFortPierce](#) Master Plan update stakeholder workshop next Saturday in Fort Pierce. [#FDOT](#) cc: [@floridaports](#)

2 HOURS AGO REPLY RETWEET FAVORITE



**Esther Monzon Aguirre**  
@EMonzonAguirre

Shout out to Bill Johnson [@PortMiami](#) in [@FLGovScott](#) State of State Address. Much deserved [@FloridaPorts](#) [@MiamiDadeCounty](#)

2 HOURS AGO REPLY RETWEET FAVORITE



**Ananth Prasad, PE**  
@FDOT\_Secretary

Thank you, Bill Johnson of [@PortMiami](#) for coming up to be part of SOTS Speech by [@FLGovScott](#) and for his leadership in creating jobs in FL.

2 HOURS AGO REPLY RETWEET FAVORITE



**Rick Scott**  
@FLGovScott

For [#FF](#) follow support for Building Up Florida Manufacturing: [@FLChamber](#) [@NFIB](#) [@FloridaPorts](#) [@MAFCenter](#) [@FloridaEDC](#) [@VoiceofFLBiz](#)

2 HOURS AGO REPLY RETWEET FAVORITE



**Bob O'Malley**  
@bomalley

RT [@TB\\_Times](#) World's second-largest shipping line connects [#PortofTampa](#) to the globe. [bit.ly/WSdKbg](http://bit.ly/WSdKbg) HT [@ToddJosko](#) [@FloridaPorts](#)

2 HOURS AGO REPLY RETWEET FAVORITE





**Mark Szakonyi**  
@Szakonyi\_JOC

Despite billows of optimism, long journey likely ahead for the Water Resources Dvpt Act. @AAPA\_Seaports @FloridaPorts  
[bit.ly/1oZaX4y](http://bit.ly/1oZaX4y)

🐦 2 HOURS AGO    ↩️ REPLY    ↻ RETWEET    ☆ FAVORITE



**Jimmy Patronis**  
@JimmyPatronis

TY very much. Gotta love Fla Ports. @FloridaPorts #flaports  
#sayfie

🐦 2 HOURS AGO    ↩️ REPLY    ↻ RETWEET    ☆ FAVORITE



**Jimmy Patronis**  
@JimmyPatronis

Y'all are the best, I don't care what port Savannah says about you :)  
@FloridaPorts

🐦 2 HOURS AGO    ↩️ REPLY    ↻ RETWEET    ☆ FAVORITE



**Peter Schorsch**  
@SaintPetersblog

RT @FloridaPorts: Congratulations to Senator @JeffreyBrandes for being named the Senate Transportation Committee Chair! #sayfie

🐦 2 HOURS AGO    ↩️ REPLY    ↻ RETWEET    ☆ FAVORITE



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## Florida Ports Council

245 likes · 9 talking about this

## Organization

The Florida Ports Council (FPC), is a Florida nonprofit corporation that serves as the professional association for Florida's 15 public seaports, providing research, leadership and advocacy on seaport-related issues before state and federal government.

[About](#)[Photos](#)[Likes](#)
 245

See Your Ad Here

Florida Ports Council



The Florida Ports Council (FPC), is a Florida nonprofit corporation that serves as the professional...

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## Now

2013

2012

2011

Founded

## Highlights

## Status

[Photo / Video](#)[Offer, Event +](#)

Share how you're doing, Florida Ports Council...



**Florida Ports Council** shared Port of Palm Beach's status.

2 hours ago

Can't wait to hear!

Happy First Day of Spring!! BIG news coming later today. Stay tuned as we announce our special guest who will be visiting our Port tomorrow for the very first time.

[Like](#) · [Comment](#) · [Share](#)

4 people saw this post

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**Florida Ports Council** shared Jacksonville Port Authority's status.

4 hours ago

Great job!

Thank you to everyone who attended or tweeted along with us during our JAXPORT 2013 Logistics & Intermodal Conference. Did you miss it? We'll have pictures coming soon! In the meantime, check out #JAXPORTConference on Twitter for valuable tips from our speakers.

[Like](#) · [Comment](#) · [Share](#)

5 people saw this post

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**Florida Ports Council** shared Rick Scott's photo.

Monday

Doug Wheeler, president of the Florida Ports Council

FPC President Doug Wheeler: Governor Scott's investments in Florida's economy are working, as proved by critical indicators of growth such as lowering unemployment numbers and rising

Recent Posts by Others on Florida Ports Council

[See All](#)**Port of Palm Beach**

We're live. Please "Like" the new Port of Palm Beach Fac...

2 · 1 · October 12, 2012 at 3:08pm

**Jennifer Krell Davis**

Very cool!

September 12, 2012 at 12:29pm

**Jennifer Krell Davis**

Great photo!

August 30, 2012 at 2:40pm

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News/Media Website

**Florida Department of Transportation**

Interest

**The Journal of Commerce**

Media/News/Publishing

**Florida Department of Economic Opportunity**

Government Organization

**Coalition for America's Gateways and Trade Corridors**

Non-Profit Organization

**Florida Ports Council**

Yesterday

Thank you to Speaker [Will Weatherford](#) for committing to funding Florida's transportation system and protecting the State Transportation Trust Fund!

[Like](#) · [Comment](#) · [Share](#)

On Call Computer Solutions and Michael Zehr like this.



Write a comment...

49 people saw this post

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international trade. Florida is becoming more competitive, growing businesses and creating jobs. This is great news for Florida's businesses and families.

Florida's January unemployment rate decreased below the national average to 7.8%. This is Florida's lowest unemployment rate since November 2008, and falls below the national average unemployment rate for the first time since January 2008. <http://bit.ly/Z9p6bF>

Can we get 500 LIKES for this news?!

# IT'S WORKING:

FLORIDA UNEMPLOYMENT RATE  
FELL BELOW NATIONAL AVERAGE  
FOR THE FIRST TIME SINCE JANUARY 2008.

## SINCE DECEMBER 2010, FLORIDA HAS CREATED 282,200 PRIVATE SECTOR JOBS.

[RICKSCOTTFORFLORIDA.COM](http://rickscottforflorida.com)

Like · Comment · Share

2

Airlia Bowles and Barbara Hughes like this.



**Dylan Evans** if there are 282,200 private sector jobs out there, then why am I not employed!  
Monday at 1:21pm · Like



Write a comment...

19 people saw this post

Promote



**Florida Ports Council** shared a link via Congresswoman Janice Hahn.  
March 13

Great perspective from one of the PORTS Caucus Co-Chairs...

**Secure ports vital to our economy - The Hill**  
[thehill.com](http://thehill.com)

While our nation's economy is growing and the unemployment rate fell from 7.9 percent in January to 7.

Like · Comment · Share

8 people saw this post

Promote



**Florida Ports Council** shared Jacksonville Port Authority's photo.  
Monday



**Florida Ports Council** Home

Ads Manager

Love the light in this one...



Like · Comment · Share

Angela Ferguson likes this.



**Jacksonville Port Authority** Thanks for sharing!  
Monday at 11:02am · Like



Write a comment...

12 people saw this post

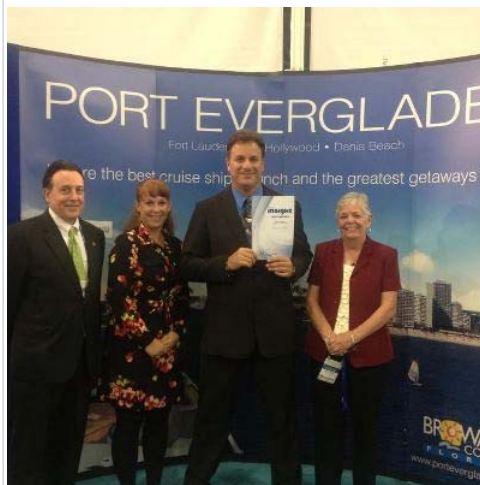
Promote



**Florida Ports Council** shared Port Everglades's photo.  
March 14

Congratulations!

Thank you to Cruise Insight magazine for naming Port Everglades the "Most Efficient Terminal Operation." Congrats to the Port Everglades cruise team. Visit us in Booth 915 at Cruise Shipping Miami.



Like · Comment · Share

Michael Zehr likes this.



Write a comment...

11 people saw this post

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**Florida Ports Council** shared a link.  
March 13

Proud to announce that our new publication the 2012 State of Florida Ports is available in the Quick Links section of our website [www.flaports.org](http://www.flaports.org)! A summary of what Florida ports are doing to grow Florida's economy and updated port profiles with detailed information on major projects!



Florida Ports Council Home



#### Florida Seaports : Home

[www.flaports.org](http://www.flaports.org)

Florida's 15 public seaports play a critical role in the lives of our citizens and continue to drive Florida's economy, in spite of the current recession and high unemployment. From what we wear to what we eat, from building materials to automobiles, almost everything we use in our daily lives flows...

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26 people saw this post

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Florida Ports Council shared a link via Port Canaveral.  
March 7

Congratulations!!



#### Fitch upgrades Port Canaveral bonds to A - Orlando Business Journal

[www.bizjournals.com](http://www.bizjournals.com)

Port Canaveral's \$90 million worth of bonds were upgraded from A- to A by

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Alyssa D Brown likes this.



Write a comment...

18 people saw this post

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Florida Ports Council shared Jacksonville Port Authority's status.  
March 6

Great support by all of our ports - and a big thank you to our Governor Rick Scott!

In case you missed it: In his annual State of the State address this morning, Florida Governor Rick Scott highlighted manufacturing business + Florida's great location + 15 seaports means more jobs. Our Interim CEO Roy Schleicher sent his words of appreciation immediately:  
<http://bit.ly/Z7neUL>

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Travis Horn likes this.



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16 people saw this post

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Florida Ports Council shared a link.  
March 5

The Miami Herald: Scott invites, applauds biz owners in State of State speech incl. FPC Chair Bill Johnson from Port Miami

#### Scott invites, applauds biz owners in State of State speech | Naked Politics

[miamiherald.typepad.com](http://miamiherald.typepad.com)

Gov. Rick Scott gave shoutouts to several business owners and economic development professionals during his State of the State speech Tuesday, heralding the business community for creating jobs in

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Florida Ports Council likes this.



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35 people saw this post

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Florida Ports Council  
March 5



Florida Ports Council shared Jacksonville Port Authority's photo.  
March 7

Gorgeous Photo!



Like · Comment · Share

Alyssa D Brown and Christy Gandy like this.



Write a comment...

19 people saw this post

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Florida Ports Council  
March 5

Chair Bill Johnson (PortMiami) talking to the Capitol News Service about Florida's seaports and the focus on Governor Rick Scott on creating jobs and investing in seaport infrastructure.



Like · Comment · Share

Victoria Lonsley-Waller and Paula Murto like this.

We are very excited for the beginning of the 2013 Legislative Session here in Florida.

Like · Comment · Share

Kevin Doyle likes this.



Write a comment...

68 people saw this post

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**Florida Ports Council**  
February 26

JAXPORT has a new Facebook page...go "like" the page to learn more about all of the good things happening over in Jacksonville.



#### Jacksonville Port Authority

The mission of the Jacksonville Port Authority is to contribute to the economic growth and vitality of Northeast Florida by fostering and stimulating commerce through the Port of Jacksonville. The mission will be accomplished through the effective and fiscally-responsible planning, development, mana...  
Page: 219 like this

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Jacksonville Port Authority likes this.



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**Florida Ports Council**  
February 21 via mobile

Learning so much from a packed agenda of people experienced in handling crises at the AAPA PR meeting today.

Like · Comment · Share

Julie Houston Trieste likes this.



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41 people saw this post

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Write a comment...



**Florida Ports Council** Home

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**Florida Ports Council** commented on a link.  
February 28

Great perspective on the importance of funding ports and other transportation infrastructure.



#### Editorial: Funding transportation

www.heraldtribune.com

Few committees in Congress have more impact on the day-to-day lives of Floridians than the House Transportation and Infrastructure Committee.

Like · Comment

Alyssa D Brown likes this.



Write a comment...



**Florida Ports Council** shared a link.  
February 25

Congratulations to Jacksonville Port Authority!



#### Høegh Autoliners To Relocates US Headquarters To Jacksonville, Florida | Area Development Online

bit.ly

Norway-based Høegh Autoliners plans to relocate its U.S. headquarters from Jericho,

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**Florida Ports Council** shared a link.  
February 15

ICYMI:

"With the state of Florida leadership already committed to creating jobs and improving freight movement, the Florida Ports Council also continues to advocate with the same focus on Capitol Hill," said Doug Wheeler, president of the F...[See More](#)

[http://www.flaports.org/Assets/215201364404AM\\_Feb\\_2013\\_FL\\_Congressional\\_Meeting.pdf](http://www.flaports.org/Assets/215201364404AM_Feb_2013_FL_Congressional_Meeting.pdf)  
www.flaports.org

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20 people saw this post

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Earlier in 2013



**Florida Ports Council** shared Bill Nelson's photo.  
February 14

Port Manatee is already an important economic engine for their region and growing every day!

Nelson, right, meets with Carlos Buqueras, executive director of Port Manatee. Nelson is pushing legislation to give the local port a bigger role in handling cargo after expansion of the Panama Canal. Photo by Senate staffer Bryan Guley.

Likes  
2013



Will Weatherford



Lowe's Home Improvement

**RILA +12**

Retail Industry Leaders



**Florida Ports Council** shared Congressman Vern Buchanan's photo.  
February 14



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**Gov. Scott: A**

## Shutdown of Florida Ports is Not an Option

Today, Governor Scott held a press conference call with Florida port leaders to discuss the importance of Florida's ports during the ongoing negotiations between the International Longshoremen's Association (ILA) and the United States Maritime Alliance (USMX) regarding their contract, which is set to expire Saturday, December 29<sup>th</sup>.

Governor Scott said, "We are together on this call today for one reason – we must help the Florida families whose jobs and livelihoods depend on our Florida ports. As we talk today, two groups – the International Longshoremen's Association and the United States Maritime Alliance – continue to negotiate their contract that is set to expire Saturday, December 29<sup>th</sup> – a deadline that is quickly approaching. While we are encouraged that these groups continue to meet, we must bring attention to the fact that the livelihoods of thousands of Florida families hang in the balance if they do not reach an agreement by Saturday. If a strike or a lockout occurs at that time, Florida's largest ports could be shut down, sending shockwaves through jobs all across our state – including truck driver jobs, manufacturing jobs, warehousing jobs – and many jobs beyond the ports themselves. A shut down of Florida ports is simply not an option for Florida families.

"Our ports are such a vital part of our job market, we have made them a top investment priority during my administration. In the last three years, we invested \$421 million in our ports to take advantage of the benefits of trade with Central and South America, and to prepare our state for the expansion of the Panama Canal and the potential for increased trade with Asia. In fact, I have personally visited some of these countries on trade missions to highlight the value of our Florida ports and the quality of our workforce."

Governor Scott sent a letter to President Obama last week asking him to invoke the Taft-Hartley Act to prevent a possible work stoppage that could shut down ports if no agreement is reached between the two groups before the contract expires Saturday. President Bush invoked the Taft-Hartley Act in 2002 to end a shutdown on the West Coast that disrupted supply chains nationwide and cost an estimated \$1 billion a day. Florida port leaders think that a strike would be even worse than the West Coast strike of 2002. That means more than \$1 billion a day would not go into the economy to support Florida families.

Cargo-related activity at Florida seaports currently generates more than 550,000 direct and indirect jobs in Florida, and contributes approximately \$66 billion in economic value to the economy.

Bill Johnson, Port Director for Port Miami and Chairman of the Florida Ports Council said, "PortMiami contributes more than \$18 billion annually to the South Florida economy. We remain hopeful that an agreement will be reached and a strike avoided. There are no "winners" in a strike. A disruption of cargo flow in and out of our ports would have a negative effect on the national economy and reverse any gains we have made in job growth this year. PortMiami, along with all Florida Ports, is working with Governor Scott's office in asking that labor talks continue."

Doug Wheeler, President of the Florida Ports Council said, "With more than 550,000 direct and indirect jobs and \$66 billion in annual economic value tied to port activity into the state, we are hopeful that negotiations between the ILA and USMX will be productive and avert a possible strike. Halting even a fraction would not only negatively impact ports, but all Floridians, from truck driver to consumer, as well as jobs and goods along the entire supply chain."

Chris Kauffmann, Chief Operating Officer of JAXPORT said, "JAXPORT supports more than 65 thousand jobs and generates \$19 billion in annual economic impact for the North Florida region. While this potential action would impact a portion of the cargo handled at Jacksonville's public seaport terminals, we are monitoring the situation closely as our main mission as a landlord port is to facilitate the safe and efficient movement of goods for all of our tenants. We are grateful for Governor Scott's leadership on this issue and join our fellow Florida seaports in hoping for a swift resolution to this situation."

Steve Cernak, Port Director for Port Everglades said, "Cargo business at Port Everglades contributes approximately \$13.5 billion worth of business activity to Florida's economy annually and supports nearly 150,000 jobs statewide. While only a portion of our cargo business will be affected by an ILA strike, we applaud Governor Scott for actively seeking federal intervention to prevent a strike and keep workers on the job."

Paul Anderson, Port Director for Port of Tampa said, "The Port of Tampa handled about 35 million tons of cargo in Fiscal Year 2012, contributes an annual economic impact of almost \$8 billion and supports almost 100,000 direct, indirect, induced or other related jobs in West Central Florida. Governor Scott has been a tireless advocate on behalf of the Florida port system and the Tampa Port Authority supports the Governor's efforts urging prompt resolution of the new master agreement between the International Longshoremen's Association and the U.S. Maritime Alliance, prior to the pending strike deadline."

Stan Payne, Port Director for Port Canaveral said, "With Port Canaveral significantly growing its cargo business and the possibility of cruise business being affected by the ILA contract issues, we are hopeful that the negotiations will result in a quick resolution. We are thankful for Governor Scott's actions in championing a resolution in order to prevent any disruption to Florida's economy."

Comments are closed.



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Port of Key West · Manatee County Port Authority · PortMiami · Port of Palm Beach · Panama City Port Authority · Port of Pensacola ·  
Port St. Joe Port Authority · Port of St. Petersburg · Tampa Port Authority  
Doug Wheeler, President

**For Immediate Release:**

Contact: Jennifer Krell Davis

Florida Ports Council

[jenniferkd@flaports.org](mailto:jenniferkd@flaports.org)

850.509.9124

**Statement from Florida Ports Council Chairman Bill Johnson on  
Governor Scott's Commitment of \$38 million to the  
JAXPORT Mile Point Project**

TALLAHASSEE, Fla. (January 14, 2013) – The Florida Ports Council released the following statement today from Bill Johnson, chairman of the Florida Ports Council and port director for PortMiami, on Governor Scott's commitment of \$38 million to the JAXPORT Mile Point Project.

“Governor Scott has demonstrated an unprecedented commitment to Florida's ports. Florida's 15 ports work together seamlessly to create a system that makes our state an international hub for imports and exports, which benefits every Florida community. The Governor has taken the initiative to make the kind of investments that better position Florida to reap the benefits of increased international commerce. Today is great day for not only Jacksonville, but for Miami and all of Florida.”





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**Governor Scott**

## Breaks Ground on Port Everglades Intermodal Container Transfer Facility

*Governor also commits \$13 million in 2013 for more port dock space* Governor Rick Scott today broke ground on the nation's only combined on-port international and domestic cargo rail facility at Port Everglades. The Governor also committed \$13 million to begin work on the Southport Turning Notch Extension project which will add more dock space for Port Everglades. The new Intermodal Container Transfer Facility (ICTF) at the Port will lead the way for Florida to attract new international business to the state through its seaports and support the creation of an estimated 135,000 jobs for Florida families. Today's announcement comes on the heels of the Governor's commitment earlier this week for \$36 million of state funding for JAXPORT.

Governor Scott said, "Today's announcement is another example of Florida's commitment to our world class port system being a driver of our economy. This \$13 million investment in our port system is one of the reasons why Florida's economy continues to move in the right direction and creates more jobs and opportunities for Florida families."

Florida East Coast Railway (FEC) Chief Executive Officer Jim Hertwig said, "The new ICTF will allow the FEC to efficiently and effectively deliver superior transportation service between South Florida and the Southeastern United States. Upon completion, this new facility enables South Florida to be in a competitive position for additional freight and jobs. This facility will be able to handle the additional cargo of larger ships that are coming out of Europe today and when the Panama Canal expansion is complete and beyond."

Port Everglades Chief Executive & Port Director Steven Cernak said, "An ICTF on Port Everglades property will not only ensure our seaport remains competitive with other U.S. East Coast gateways, but will give our port a cost and time-to-market advantage over many of these gateways, thereby putting more and more South Florida residents to work as a result of the additional business opportunities it will generate. This unique public-private partnership is consistent with Governor Scott's efforts to expand support to Florida's ports, leveraging private sector capital to complete the project."

Senator Eleanor Sobel said, "Today's announcement is a great step forward for Port Everglades and Broward County. The increased productivity that will be achieved at Port Everglades will create jobs and help our community compete for increased trade."

Representative Joseph Gibbons said, "Investment in Port Everglades is great news for our community and for Florida. I applaud Governor Scott and everyone who has made job creation through port investment a priority."

Florida Department of Transportation (FDOT) Secretary Ananth Prasad said, "I applaud Governor Scott for his leadership and continued investment in Florida's seaports. By leveraging public/private partnerships such as these, all Florida ports will be able to grow, meet market demands and provide good jobs for Floridians."

Doug Wheeler, president of the Florida Ports Council said, "Port Everglades being a leading cargo port means that they must prepare for the increasing size of cargo ships and the increasing volume of freight coming through the port. Both the Southport Turning Notch Expansion and the new ICTF will help Port Everglades continue to capitalize on global trade opportunities."

Florida East Coast Railway's new 42.5-acre near-dock ICTF will facilitate containerized cargo transfer through the Port to/from the FEC main line by mid-2014. The facility will be unique compared to similar facilities at other ports in that both domestic and international cargo will be handled at the site, which will result in the advantageous transfer for Port Everglades customers and local companies.

FEC signed a long-term agreement with Broward County in March 2012 to build, operate and maintain the ICTF. Construction costs are estimated to be \$53 million, which is funded by an \$18 million grant from the Florida Department of Transportation (FDOT) and \$35 million from FEC (including a \$30 million State Infrastructure Bank loan from FDOT). Broward County contributed 42.5 acres of Port Everglades property, valued at \$20 million, for the ICTF.

FDOT is also constructing a \$40 million overpass to elevate I-595/Eller Drive to allow the trains to access the Port at ground level for the ICTF. Construction on the overpass began in July 2011 and will be completed in 2014. The project will elevate traffic over the rail tracks, allowing for a better traffic flow and increased port activity.

The completion of the Intermodal Facility, the Eller Drive Overpass, the Southport Turning Notch Extension project and the Port's deepening project will ultimately create more than 135,000 jobs for Florida families.

Comments are closed.

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January 31, 2013  
Dick Kane, (850) 414-4595  
[dick.kane@dot.state.fl.us](mailto:dick.kane@dot.state.fl.us)

**GOVERNOR SCOTT'S BUDGET FUNDS \$8.3 BILLION  
IN STRATEGIC TRANSPORTATION IMPROVEMENTS**

*Budget will increase capacity, reduce congestion and create private sector jobs*

**TALLAHASSEE** – Governor Scott's Florida Families First Budget for FY 2014 fully funds the Florida Department of Transportation's (FDOT) Work Program investments in port, highway, bridge and other transportation infrastructure improvements. The FDOT budget is built upon the Governor's vision to invest in job creation and to lower the cost of living for Florida's families by prioritizing vital transportation projects to facilitate economic development opportunities.

**Governor Scott said, "All the signs are positive - the unemployment rate is declining, the housing market is improving, consumer confidence is rising and economic growth in our communities is continuing. This is the right time to fund much needed transportation improvements. These strategic investments will create construction jobs and lay the foundation for the private sector to move to Florida, expand business and create long-term jobs."**

The Governor's recommended Work Program budget of \$8.3 billion ensures the Department of Transportation plays a strong support role in achieving the Governor's economic and budget priorities. Building the links in the transportation network improves the movement of freight from suppliers to markets and provides employment opportunities for Florida's families. The budget makes the following investments:

- \$3.6 billion for construction of highway projects
- \$288 million in seaport infrastructure improvements
- \$169 million for aviation improvements
- \$287 million for bridge repair and replacement to include replacing 31 bridges
- \$765 million for maintenance and operation
- \$401 million for public transit development grants
- \$144 million for safety initiatives

**FDOT Secretary Ananth Prasad said, "By expanding capacity, relieving congestion and moving people and freight more efficiently, we create a state that keeps down the cost of living for our citizens and makes Florida the best place to live, work and visit."**

The Governor's budget recognizes that transportation investments are important for any economy to thrive – even more so when the Governor's policies are getting the economy back on track.

It creates short-term jobs – especially in the construction industry which has been disproportionately affected by the economic downturn and it spurs economic development by providing certainty with long-term private sector jobs.

**Florida Transportation Builders' Association President Bob Burleson said, "This is great news for the economy. I appreciate Governor Scott's leadership in recognizing the importance of transportation in moving Florida forward."**

With the upcoming expansion of the Panama Canal and continued investment in our ports, Florida is uniquely positioned to become a major trade gateway with imports to North America and exports to Latin America and South America.

**Florida Ports Council President Doug Wheeler said, "Strategic investments in freight infrastructure and incentives to attract manufacturing are critical to Florida's ability to create jobs and further grow our economy. Governor Scott's proposed budget builds on his work thus far to put Floridians back to work, and will position Florida as a global hub for business."**

These key port investments plus highway and railway improvements help the state move forward to develop manufacturing, distribution and logistics jobs and to have the best transportation system in the country.

Please see the attached list of major FDOT projects for FY 2014.

For additional details on the Governor's Florida Families First Budget for FY 2014, visit [www.floridafamiliesfirst.com](http://www.floridafamiliesfirst.com)

[www.dot.state.fl.us](http://www.dot.state.fl.us)

*Consistent, Predictable, Repeatable*

Dick Kane  
Communications Director  
Florida Department of Transportation  
605 Suwannee Street, MS 54  
Tallahassee, FL 32399-0450  
850-414-4595  
[dick.kane@dot.state.fl.us](mailto:dick.kane@dot.state.fl.us)



Governor Scott's policies continue to eliminate burdensome regulations while providing tax relief to Florida job creators.

**Cutting the Business Tax.** This budget includes funding to support the proposal to exempt another 2,000 taxpayers from having to pay the business tax by increasing the corporate income tax exemption from \$50,000 to \$75,000. This exemption was increased from \$5,000 to \$25,000 in 2011. The exemption has increased to \$50,000 effective January 1, 2013. The Governor proposes generating the recurring \$19.7 million necessary to pay for the increased exemption through cost savings across state government. Eliminating this tax will ensure more small businesses can hire more workers, providing Florida families with jobs.

**Building Up Florida Manufacturing Jobs.** Building up the state's manufacturing sector is critical to strengthening the state's economy because it creates stable jobs for Florida families. Currently, there are 17,500 manufacturing companies in Florida that employ more than 300,000 Florida families. Florida's current tax policy puts the state at a competitive disadvantage because most states do not force manufacturers to pay taxes on the purchase of equipment or require them to adhere to regulations for tax exemptions. In order to build up manufacturing jobs in Florida, Governor Scott will remove these barriers to investment.

The Governor's proposal will eliminate restrictions on businesses to receive the sales tax exemption, which can inhibit a business's investment decision. Through 2012, the sales tax exemption was available for expanding businesses which could show that they increased their output by at least 10 percent. Beginning on January 1, 2013, the requirement was lowered to 5 percent. Through cost savings and efficiencies across state government, the Governor will generate the recurring \$115.3 million necessary to pay for the cost of his proposal to fully eliminate the 5 percent requirement. The removal of this outdated requirement, beginning January 1, 2014, will assist businesses in making the investments necessary to add equipment and create jobs for Florida families.

Supporting manufacturing growth will not only move our state forward and provide jobs for our families, but will make Florida well positioned to provide goods to international markets and allow Florida to be a global hub for trade. Providing good manufacturing jobs will bring stability to Florida's families, to Florida's manufacturing base and to Florida's economy.

**Training Florida's Workforce:** The Governor recommends in FY 2013-14 approximately \$289.4 million for Florida's 24 Regional Workforce Boards responsible for providing workforce services directly linked to job seekers and businesses, including job placement, recruitment assistance, and skills training. The Florida Workforce System helped place more than 426,000 Floridians in jobs in 2012. More than 27,000 Florida veterans have found jobs with the help of the state's workforce system in the last year.

**Quick Response Training Program Flexibility and Funding:** To improve the state's competitiveness, the Governor's budget includes an increase in state financial support for the Quick Response Training (QRT) Program from \$6 million to \$12 million. This doubling of QRT funds will:

- Provide grant funding for customized training to new or expanding businesses
- Allow flexibility for the program to expand to reach new employees
- Allow Florida to effectively retain and attract businesses
- Create new high-quality jobs
- Make Florida more competitive in the global economy

**Ready to Work Program:** The Governor recommends \$2.3 million for the Ready to Work Program which links job seekers to employers requiring specific work skills. In funding these programs, the Governor continues to focus on getting Floridians back to work.

**Attracting and Retaining Businesses:** The Governor, with the support of the Florida Legislature, created the Department of Economic Opportunity in October 2011, with the goal of supporting innovative public-private partnerships to accelerate Florida's economic recovery. Through these economic development partnerships, an environment has been created to improve Florida's capacity to attract, retain, and expand businesses. DEO's public-private partnerships include but are not limited to:

- Enterprise Florida Inc.;
- VISIT Florida;
- Space Florida; and
- The Florida Institute for the Commercialization of Public Research.

Recommended funding for these public-private partnerships is approximately \$117 million for FY 2013-14.

A critical component of the Governor's Recommended Budget for FY 2013-14 includes economic development funding in the form of incentives such as the Quick Action Closing Fund, the Qualified Targeted Industry Tax Refund, and the Innovation Incentive Program, for approximately \$279 million. A key component is the *flexibility* to use these funds to react quickly to unexpected opportunities, which will enhance business retention and job creation.

Additionally the Governor is recommending approximately \$36 million to be used for the Governor's Recognition Awards for Transformational Economic Development.

**Improving Florida's Transportation System:** Governor Scott recognizes that the quality and safety of Florida's transportation systems are vital to the growth of the state's economy and the creation and retention of more than 505,000 transportation-related jobs. The Governor's Recommended Budget of \$8.3 billion for the Department of Transportation's Work Program provides for the construction and maintenance of Florida's roads, bridges, rails, seaports, and other public transportation systems that are critical to the growth of Florida's economy and improving the quality of life for Florida's families. Recommended funding totaling \$3.6 billion for highway construction includes the following investments:

- \$3.6B Highway Construction

- \$15M Economic Development Projects (Road Fund)
- \$144M County Transportation Programs
- \$765M Operations and Maintenance
- \$766M Right-of-Way Land Acquisition and Support
- \$525M Resurfacing
- \$401M Public Transit Development Grants
- \$287M Bridge Construction
- \$288M Seaport Projects
- \$169M Aviation Grants
- \$20M Space Florida
- \$160M Rail Projects
- \$155M Debt Service Payments

The budget also recommends \$288 million in funding for Seaport Projects, including:

- Port Canaveral West (basin deepening and widening);
- Port Miami Deep Dredge (deepen South Fisherman's Channel);

The budget also includes \$160 million in funding for rail projects, including SunRail/ Phase II (construction/expanding 29 miles).

**Growing Jobs in Florida's Agricultural Industry:** Florida agriculture employs three quarters of a million people and contributes more than \$100 billion annually to the state's economy. Florida has 47,500 commercial farms, occupying a total of 9.25 million acres and ranks second in the value of vegetable production. Additionally, Florida ranks first in cash receipts for oranges, grapefruit, fresh snap beans, sweet corn, watermelons, fresh cucumbers, squash and sugarcane, and ranks second in the production of greenhouse and nursery products. Florida accounts for 65 percent of the total U.S. citrus production. Nationally, Florida ranks 11th in beef cows and seventh in agricultural exports, shipping more than \$3.1 billion in goods out of the state. The Governor's \$1.4 billion proposed agriculture budget includes the following funding to ensure Florida agriculture leads the nation:

- **Protecting Florida's Citrus Industry through Research** - Governor Scott's budget provides \$4 million in funding for short-term research projects on how to stop the spread of citrus greening, a bacterial disease, which greatly reduces citrus production, and kills citrus trees. The citrus industry provides an economic impact of \$8.91 billion annually, accounts for 75,827 jobs, represents about two-thirds of the U.S. citrus market, and accounts for 40 percent of the world's orange juice supply.
- **Ensuring an Adequate Supply of Citrus Trees** - Governor Scott's budget provides \$500,000 in funding for the construction of a new greenhouse at the Department of Agriculture and Consumer Services' budwood facility in Chiefland.
- **Citrus Health Response Program** - Governor Scott's budget provides \$7.1 million in funding to help protect the economic well being of the citrus industry by surveying groves for pests and diseases and ensuring growers are taking appropriate measures to suppress disease incidence, minimize spread and preserve citrus acreage through coordinated efforts.



# FLORIDA SEAPORTS

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## Florida Ports Council

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Port St. Joe Port Authority · Port of St. Petersburg · Tampa Port Authority  
Doug Wheeler, President

### **For Immediate Release:**

Contact: Jennifer Krell Davis

Florida Ports Council

[jenniferkd@flaports.org](mailto:jenniferkd@flaports.org)

850.222.8028

## Florida Port Directors Present Federal Challenges to the Florida Congressional Delegation

WASHINGTON, D.C. (February 14, 2013) – The Florida Ports Council (FPC), represented by the Chairman, Bill Johnson, PortMiami; Legislative Co-Chairmen, Paul Anderson, Port of Tampa, and Steve Cernak, Port Everglades; Stan Payne, Port Canaveral; Roy Schleicher, JAXPORT; and Carlos Buqueras, Port Manatee, presented the FPC Federal Legislative agenda to the Florida Congressional Delegation this morning.

“With the state of Florida leadership already committed to creating jobs and improving freight movement, the Florida Ports Council also continues to advocate with the same focus on Capitol Hill,” said Doug Wheeler, president of the Florida Ports Council. “The challenges at the Federal level are more about streamlining the processes and making sure that the federal government upholds its responsibilities in funding infrastructure needs.”

“Florida’s Congressional Delegation showed today that they are committed to Florida’s ports and their goals to enhance the economy and increase Florida’s ability to compete for freight business,” said Bill Johnson, port director of PortMiami. “It was an honor to relay our challenges and engage in a stimulating discussion with our Congressional members about the future of Florida’s ports.”

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Specific issues on the FPC agenda include:

1. HMTF Reform/RAMP Act: authorizing full use of annual taxes deposited into the Harbor Maintenance Trust Fund for their intended purposes.
2. Water Resources Development Act: including improvements to the U.S. Army Corps (USACE) cost share formula and funding authority.
3. “New Start” Ban Elimination: lifting the “New Start” ban to enable allocation of funds to new projects with significant economic benefits.
4. USACE Process Reform: requiring the USACE to streamline and expedite their review process.
5. Freight Policy and Funding: ensuring that Florida’s freight implementation plan is recognized and supported in the national freight initiative, and that funding is authorized for critical freight projects.





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## What They Are Saying...Floridians on Gov. Scott's Leadership: "It's Working"

**Dave Brown, President, Vistakon Division of Johnson & Johnson Vision Care, Inc.**

"Governor Scott has demonstrated that he understands what it takes to create an environment where Florida's private-sector can succeed. During his State of the State speech, he laid out a clear path to job creation in Florida. We applaud his commitment to ensure that Florida businesses can succeed."

**Betty Kay Clements of Lady Lake, mother of Laura Lynne, a 51 year old individual with an Intellectual Disability who receives services from APD**

"Speaking for my daughter, who has a developmental disability, and as a member of Florida's Family Care Councils, we sincerely thank Governor Scott for addressing the needs and issues of those individuals and their families who have been waiting so long for Medicaid waiver services. The budget proposal will provide many with needed services to live and work in their communities. This will have a positive impact on their lives and their families, and assists them in making a significant contribution to their communities. We are hopeful that Florida legislators will support the governor's budget proposal for APD."

**Randy Hanna, Florida College System Chancellor**

"I commend our colleges for accepting the challenge to work to develop high-quality bachelor's degree programs in select areas costing students \$10,000 or less. We are proud of the Governor's recognition and will continue to offer students access to high-quality and affordable education and job training."

**Elizabeth Heli, Engineering Teacher, Greco Middle School**

"I was honored to be a part of Governor Scott's State of the State speech today. It's refreshing that his proposed budget rewards Florida's teachers with a \$2,500 pay raise after all of the success Florida's teachers have recently had in preparing Florida students."

**Dr. Barbara Jenkins, Superintendent, Orange County Schools**

"Governor Scott's State of the State speech laid out a bold initiative to invest in Florida's teachers and students. As Superintendent of Orange County Public Schools, I understand the importance of having strong support from the state. Governor Scott gets it. He realizes the great work that Florida teachers have done, and are doing, and has laid out a plan to reward our teachers' with a \$2,500 pay raise. This will impact teacher morale as well as recruitment and retention efforts."

**Bill Johnson, Chairman of the Florida Ports Council**

"Governor Scott's longstanding commitment to investing in the state's transportation and logistics infrastructure is to be commended. We are fortunate to have a governor who recognizes the economic impact of Florida's transportation system, including seaports, and the great potential for growth. The \$288 million in the Governor's recommended Florida Department of Transportation Work Program for seaport infrastructure improvements will pay dividends now and for decades to come."

**Annette Kirk, a Gold Star Family member**

"Governor Scott's State of the State speech reaffirmed his dedication to keeping Florida the most military friendly state in America. I would like to thank him for making sure that our nation's servicemen and women, as well as their families, get the support they deserve."

**Bernie Machen, President, University of Florida**

"The University of Florida is excited by Governor Scott's commitment to our University. The proposed investment will help UF become a top 10 school nationally. This will help current and future students realize their goal of getting a world-class education right here in Florida. On behalf of UF, I would like to thank Governor Scott for his commitment to UF and Florida's Entire University System."

**Michelle Robinson, Region President for Verizon**

"Governor Scott's State of the State address laid out his formula for families to succeed, which includes a focus on jobs. When Verizon was looking to expand, we chose to invest our 750 jobs and construct a new building in Florida because we received a warm welcome from state and local economic development partners. Governor Scott has made Florida a top destination for business and Verizon is pleased to expand and grow in this great state."

**Frank Unanue, President, Goya Foods of Florida**

"Goya Foods appreciates Governor Scott's focus on business and job creation. We were proud to host Governor Scott for a 'Let's Get to Work Day' earlier this year at our Florida Distribution Center, the company's largest distribution center in the country. By eliminating burdensome regulations, Governor Scott is making Florida the number one state for business."

Comments are closed.

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# FLORIDA SEAPORTS

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Florida Ports Council

TO: Members of the Media  
FROM: Jennifer Krell Davis, Vice President of Public Affairs  
Florida Ports Council  
DATE: March 13, 2012  
RE: The 2013 State of Florida Ports

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The Florida Ports Council is pleased to provide you with our new publication the 2013 State of Florida Ports, which provides a statewide perspective on the status of Florida's system of seaports and is a resource of detailed information on each Florida seaport. The report includes an updated port profile for each of Florida's seaports with economic impact information and status updates for their major projects, accomplishments, and testimonials.

The report also provides a summary of the strides that Florida's seaports have made from a statewide perspective due to the strategic investments and regulatory relief supported by Governor Scott and the Florida Legislature, and how ports are preparing to capture future international and domestic business for Florida. Our seaports are working hard to continue to elevate, enhance and strengthen the economic integrity of this state and we are proud to share this information with you.

For additional information, please contact Jennifer Krell Davis at [jenniferkd@flaports.org](mailto:jenniferkd@flaports.org) or 850.222.8028.

###

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*The Florida Ports Council is the professional association of Florida's 15 public seaports, providing leadership, advocacy and research on seaport-related issues before state and federal government. The Florida Ports Council administers the Florida Seaport Transportation and Economic Development Council (FSTED) and the Florida Ports Financing Commission (FPFC).*



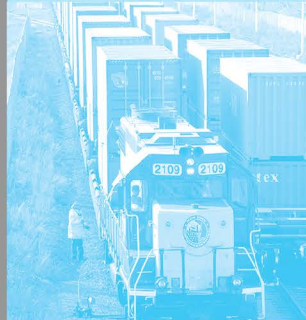
**FLORIDA SEAPORTS**  
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# State of Florida Ports 2012/2013

The Seaport Effect

Port Canaveral  
Port Citrus  
Port Everglades  
Port of Fernandina  
Port of Fort Pierce  
Port of Jacksonville  
Port of Key West  
Port Manatee  
PortMiami  
Port of Palm Beach  
Port Panama City  
Port of Pensacola  
Port of Port St. Joe  
Port of St. Petersburg  
Port of Tampa

Florida Seaport Transportation and  
Economic Development Council  
[www.flaports.org](http://www.flaports.org)



**TAB 6**  
**PARTNER UPDATES**



# **DEPARTMENT OF TRANSPORTATION**



- [Summary](#)
- [Lodging](#)
- [Agenda and Directions](#)
- [Exhibitor Information](#)

2013 Florida DOT Intermodal Logistics Center (ILC) Forum  
 Wednesday, February 20, 2013 12:00 PM -  
 Thursday, February 21, 2013 12:00 PM (Eastern Time)

Port Everglades' Cruise Terminal 18  
 Fort Lauderdale, Florida  
 United States

### Welcome to FDOT's Intermodal Logistics Center (ILC) Forum Registration Site!

Please join us for FDOT's first ever statewide ILC Forum scheduled for Wednesday, February 20 and Thursday, February 21, 2013 at Port Everglades' Cruise Terminal 18 in Fort Lauderdale. An Evening Reception will be held Wednesday from 5:00 PM- 7:00 PM.

- **Attire is business casual**
- **Registration and attendance is free but space is limited**
- **Please register at your earliest convenience and no later than Wednesday, February 13th**
- **Please note, lunch is not provided; plan accordingly**

As our economy rebounds, it is critical that we continue to promote and invest in Florida's trade and logistics infrastructure. The role ILCs can play as our seaports, airports, railroads, and supporting intermodal highway connectors expand and improve is significant. This was recognized by Governor Rick Scott and the Florida Legislature in 2012 when our leaders enacted legislation to support ILC development through a new ILC grant program as well as inclusion of ILCs as part of the state's Strategic Intermodal System.

Florida is making huge investments in its freight and logistics infrastructure. This Forum will provide an opportunity for private sector and public partners to come together to discuss how ILCs can help position Florida as a global trade hub, creating jobs through economic expansion that attracts new and grows our existing businesses. Sessions will be both educational and interactive, with many opportunities for participants to help define key opportunities, review best practices in ILC development, and help establish Florida's ILC program.

Your participation in this event will help Florida prepare for a prosperous future as a leader in international trade and global logistics. We encourage you to come and be part of this discussion to define our: opportunities, challenges, roles, responsibilities, and investment strategies for an effective ILC program!

# **DRAFT AGENDA**

## **February 20 & 21, 2013**

**DAY 1: Wednesday, February 20<sup>th</sup>**  
**12:00 PM to 7:00 PM**



**FLORIDA**  
INTERMODAL LOGISTICS CENTER  
**FORUM**

HOSTED BY



The Forum will provide a diverse set of stakeholders and partners with an overview of Florida's opportunities to enhance its freight and logistics system through development and further expansion of intermodal logistics centers (ILCs). These ILCs will support economic development initiatives, including growth in international trade and more effective use of Florida's gateways (seaports and airports).

Please note that all of our sessions are designed to be interactive with significant time for audience participation through moderated Q&A!

### **12:00 - 1:00 Exhibits & Networking**

Partners (e.g., ILC developers, railroads, seaports, airports, motor carriers, associations, local and state agencies) are welcome and encouraged to set up table top exhibits. Please include your exhibitor information when you register!

### **1:00 – 1:30 Welcoming Remarks**

Welcoming remarks to be provided by FDOT and our facilitating host.

### **1:30 – 2:30 Overview Florida's Opportunities**

This session will be a panel discussion designed to present and discuss Florida opportunities from multiple perspectives – all tied to the role ILCs can play. Topics to include: freight planning, economic development, work force training, international trade, and freight operations.

### **2:30 – 2:45 Break**

### **2:45 – 3:45 National Examples of ILCs**

This session will provide an overview of ILC developments around the country and apply lessons learned and available tools (e.g., economic analysis tools) to Florida. Case studies will be selected to illustrate diversity in functionality and services.

### **3:45 – 4:30 FDOT Resources to Support ILC Development**

This session will be a panel discussion providing a brief overview of the recently completed ILC Primer developed by FDOT followed by brief presentations of ILC-supportive programs in place or under development at the state level.

### **5:00 – 7:00 Reception & Exhibits**

# ***DRAFT AGENDA***

## ***February 20 & 21, 2013***

***DAY 2: Thursday, February 21<sup>st</sup>***  
***8:30 AM to 12:00PM***



**FLORIDA**  
INTERMODAL LOGISTICS CENTER  
**FORUM**

HOSTED BY



### **8:30 - 9:15     Networking & Exhibits**

The morning will begin with a networking opportunity in the exhibit area.

### **9:15 - 9:30     Opening Remarks**

Opening remarks will focus on a summary of day 1 and setting the stage for our final discussion topics.

### **9:30 - 11:00    ILC Program Development Needs**

This session will be organized around two questions designed to engage the audience in a discussion of possible strategies to facilitate the effective development of ILCs.

#### **Working with Regional and Local Partners (9:30 – 10:15)**

How are MPOs and FDOT Districts supporting their local partners with ILC development activities? What's needed for site access, land use or zoning changes? How do we get ILCs aligned and included in planning processes/plans to make them eligible for state support?

#### **Using ILCs to Build Global Trade and Logistics Clusters (10:15 – 11:00)**

What types of workforce and economic development strategies are needed to support the development of ILCs and make sure they support other trade and economic development programs?

### **11:00 - 11:15    Break**

### **11:15 - 11:45    Expert Panel: Where Do We Go From Here?**

This session will consist of key observations from the two-day meeting from several key partners as well as a dialog with the audience.

### **11:45 - 12:00    Closing Remarks by FDOT**

FDOT will give closing remarks, including identification of next steps for an effective ILC program.

### **12:00            Adjourn**



Thank you for your participation in the development of the Freight Mobility & Trade Plan!

Business Forum III: Plan Review is an opportunity to react to a draft of the full Policy Element of the plan before public comment!

Please help us finalize a plan that

- builds on all the input we have received to date
- meets HB 599 requirements
- incorporates the vision of the Governor and goals of FDOT's 2060 Florida Transportation Plan, partner organizations, and regional freight plans

# FLORIDA

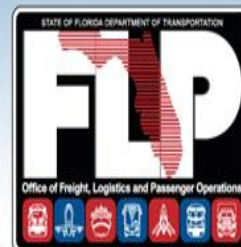
## Freight Mobility & Trade Plan



FLORIDA DEPARTMENT OF TRANSPORTATION

### BUSINESS FORUM III PLAN REVIEW

ORLANDO, FL | MARCH 28, 2013  
8:30-5:00PM





# AGENDA

## Business Forum III: Plan Review March 28, 2013 Orlando, FL

8:30-9:00

Registration

Registration Desk

9:00-9:15

Introduction

Rich Biter, Assistant Secretary, FDOT

9:00-9:15

Welcome

9:15-10:00

Background

Ed Lee, FDOT

9:15-9:35

Overview of FMTP Process- Steps & Input to Date and Initiatives Taken  
Video: Summary of the FMTP Stakeholder Outreach Process

9:35-9:50

Overview of the Draft FMTP Policy Element

9:50-10:00

Intro to Process for Reviewing Draft FMTP

10:00-10:15

Break

10:15-3:45

Facilitated Discussion

Hal Beardall, FCRC

10:15-10:30

Chapter 1 The Florida Freight Story

10:30-10:55

Chapter 2 Florida's Freight System: System Demand, Trends, and Performance

10:55-11:30

Chapter 3 Key Freight Issues: What Florida Faces

11:30-1:00

Lunch



# AGENDA

## Business Forum III: Plan Review

March 28, 2013

Orlando, FL

1:00-2:45	<b>Chapter 4</b> Addressing the Challenges: Policy Directions
1:00-1:15	<b>Objective 1</b> Capitalize on the Freight Transportation Advantages of Florida through Collaboration on Economic Development, Trade, and Logistics Program
1:15-1:30	<b>Objective 2</b> Increase Operational Efficiency of Goods Movement
1:30-1:45	<b>Objective 3</b> Minimize Costs in the Supply Chain
1:45-2:00	<b>Objective 4:</b> Align Public and Private Efforts for Trade and Logistics
2:00-2:15	<b>Objective 5</b> Raise Awareness and Support for Freight Movement Investments
2:15-2:30	<b>Objective 6</b> Develop a Balanced Transportation Planning and Investment Model That Considers and Integrates All Forms of Transportation
2:30-2:45	<b>Objective 7</b> Transform the FDOT's Organizational Culture to Include Consideration of Supply Chain and Freight Movement Issues
2:45-3:00	<b>Break</b>
3:00-3:15	<b>Chapter 5</b> Next Steps: The Investment Element
3:15-4:30	<b>Wrap Up</b> <b>Ed Lee, FDOT</b>
3:15-3:45	Communications Plan Preview
3:45-4:15	Logistics Portal Overview
4:15-4:30	Next Steps
4:30	Adjourn

**DOT CONSULTING CONTRACT  
FOR SEAPORT PROGRAM**



**CENTRAL OFFICE**

**Major Work :**

99.0 - Other Professional Services

**Minor Work :**

14.0 - Architect

**Contract : 14902**

**Project Description:**

The Department requires the assistance of a consultant for a wide range of technical services in support of the Seaport program. The consultant will provide project oversight for Department funded projects as needed, to ensure that maximum value is derived from the Department's grant and funding assistance programs.

**Project Manager:** Dahlgren, Meredith

**Estimated Contract Amt:** \$5,000,000

**See Standard Notes Above:** 1,4

**Special Notes:**

Consultant must have Structural and Civil P.E.'s on staff and have Maritime and Rail expertise and experience. The Consultant will be required to provide services, as directed by the Department's Project Manager, including:

1) Support the Seaport program with project monitoring and control activities.

- 2) Provide recommendations to the Department and/or seaports on enhancing port operations, security, and safety best practices.
- 3) Develop a seaport standard construction practices manual.
- 4) Assist the Districts and Central Office with review and interpretation of contractor report submittals.
- 5) Consultant will have expertise in port operations, and intermodal connections.
- 6) Consultant shall have, or have access to, financial expertise in financing port projects.
- 7) Assist the Department in establishing a pooled procurement process for port-purchased material or equipment.
- 8) Assist the Seaports with efficient use of funding.
- 9) Provide project management, production, and coordination for all tasks and work activities assigned.
- 10) Develop scopes of service, level of effort estimates and contract provisions for various studies and activities.
- 11) Develop, revise, and update training and presentation materials and assist in training activities as required.

Since this is a non-standard work type (professional services not covered by a prequalified type of work), interested consultant firms must submit a Letter of Qualification in response to the advertisement. The Letter of Qualification should contain a listing of key staff, anticipated sub-consultants to be used, a work history of similar projects completed by the Consultant firm, including references and their telephone numbers, and an estimate of the Consultant's current workload or a forecast of the Consultant's ability to assign resources to the project.

Consultant firms interested in submitting a Letter of Qualification must be registered with the Florida Board of Professional Engineers and must comply with all requirements found in Standard Note 1 without exception. Consultants not currently prequalified with the Department to do work above \$250,000 (unlimited qualification status), must submit a recent overhead audit (within 6 months of fiscal year end) prepared by an independent Certified Public Account or governmental agency, and in conformance with FDOT Reimbursement Rate Audit Guidelines. Consultants not prequalified at all with the Department must file with the Department a completed Request for Prequalification Package for Professional Consultants (including a recent overhead prepared by an independent CPA), on or before the project's advertised Letter of Qualification due date.

The consultant firm will be selected directly from Letters of Qualification. Letters of Qualification cannot exceed five pages in length. Resumes of key personnel should be provided and cannot exceed two pages in length. In addition, a one page organizational chart and one page staffing matrix may be provided. Resumes, organizational chart, staffing matrix and required are not included in the five page limit. Letters of Qualification must be submitted electronically and cannot exceed 1.5MB in size. Resumes, organizational chart, staffing matrix, and required forms should be sub-

mitted as a separate e-mail from the Letters of Response and cannot exceed 4MB collectively. All e-mail submittals must be received prior to 5:00PM Eastern Time on the Response deadline date and should be sent to the address noted in the Respond To: section of this advertisement. Criteria for evaluating the Letters of Qualification are included in the Scope of Services document.

The Bid Opportunity List should be completed using the Equal Opportunity Office's online Equal Opportunity Reporting System available on the Equal Opportunity Office website. Paper forms will not be accepted. In addition to the Bid Opportunity List, the required forms for responding to this advertisement are:

- 1) DBE Participation Statement
- 2) Truth in Negotiations Certificate
- 3) Vendor Certification Regarding Scrutinized Companies List
- 4) Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion for Federal Aid Contracts
- 5) Disclosure of Lobbying Activities
- 6) Certification for Disclosure of Lobbying Activities on Federal Aid Contracts.

A copy of each required form is included as an attachment to the Scope of Services.

[View proposed scope](#)

(Adobe Acrobat® PDF file)

<b>Advertisement Date</b>	:	04MAR2013	
<b>Shortlst Selection Date</b>	:	04APR2013	<b>Time:</b> 9:30 AM
<b>Tech. Rev. Cmte Meeting</b>	:	29MAR3013	<b>Time:</b> 10:00AM
<b>Final Selection Meeting Date</b>	:	04APR2013	<b>Time:</b> 9:30 AM

# **FLORIDA CHAMBER OF COMMERCE**



APRIL 1-3, 2013 • FLORIDA STATE UNIVERSITY CONFERENCE CENTER, TALLAHASSEE

#### MONDAY, APRIL 1, 2013

5:30–7:00 p.m. **EARLY BIRD RECEPTION – FSU CONFERENCE CENTER: VIVA FLORIDA CELEBRATION**  
*Ken Detzner, Secretary of State*

#### TUESDAY, APRIL 2, 2013

9:30–11:30 a.m. **FLORIDA CHAMBER INTERNATIONAL BUSINESS COUNCIL** *(Council Members Only)*

12:00-12:15 p.m. **WELCOME AND OPENING LUNCH**  
*Mark Wilson, President & CEO, Florida Chamber of Commerce*

12:30 -1:00 p.m. **TOM DONOHUE, PRESIDENT & CEO, U.S. CHAMBER OF COMMERCE**

1:00 – 1:15 p.m. **GOVERNOR RICK SCOTT**  
Introduction: *Steven Sonberg, Managing Partner, Holland & Knight*

1:15- 1:45 p.m. **BREAK**

1:45 – 3:00 p.m. **A GLOBAL VIEW OF FLORIDA:**  
**Panel Representing Companies from Canada, Europe, and Latin America**  
**Moderator: Manny Mencia, Senior Vice President, Enterprise Florida**  
*Gilberto Neves, President & CEO, Odebrecht USA*  
*Charles Puccini, President, Bauer Foundation Corporation*  
*William Fullerton, PE, PhD, Managing Director, SNC Lavalin Transportation USA*  
*Christopher Hodgkins, Vice President, Miami Access Tunnel, MAT Concessionaire LLC*

3:00 – 4:00p.m. **FINANCING YOUR EXPORTS:**  
**Moderator: David J. Schwartz, CEO, Florida International Bankers Association**  
*Steve Fancher, President & CEO, Florida Export Finance Corporation*  
*Mary Hernandez, Regional Manager, Small Business Administration*

4:00 – 4:15p.m. **BREAK**

4:15 – 5:00 p.m. **TOWN HALL MEETING**  
*Todd Kocourek, President & CEO, Florida First Capital Finance Corp.*

6:00-7:30 p.m. **RECEPTION - GOVERNOR'S MANSION**



APRIL 1-3, 2013 • FLORIDA STATE UNIVERSITY CONFERENCE CENTER, TALLAHASSEE

### WEDNESDAY, APRIL 3, 2013

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**8:00 – 8:30 a.m.**      **BREAKFAST – FAVACA AWARDS**

**8:30- 9:15 a.m.**      **President of the Senate, Don Gaetz (*invited*)**  
**Introduction: Steve Cernak, Chief Executive and Port Director, Port Everglades**

**Speaker of the House Designate, Steve Crisafulli**  
**Introduction: Malvina Gasco, Government Relations Manager, The Boeing Company**

**9:15 – 9:30 a.m.**      **BREAK**

**9:30-10:45 a.m.**      **INTERNATIONAL TOOL BOX**  
**Introduction/Moderator: Bill Johnson, Director, PortMiami**  
*Adam Putnam, Commissioner of Agriculture*

**PANEL**  
*Representative Jimmy Patronis, Florida House of Representatives*  
*Ananth Prasad, Secretary, Florida Department of Transportation*  
*Gray Swoope, Secretary of Commerce and President of Enterprise Florida*  
*Chris Hart, President of Workforce Florida*  
*Will Seccombe, President of Visit Florida*

**10:45 – 11:15 a.m.**      **BREAK**

**11:15 – 11:45 a.m.**      **FLORIDA TRADE & LOGISTICS STUDY, PHASE II**  
**Introduction: Deborah Wilkinson, Executive Director, Tampa Hillsborough International Protocol and Trade Council**  
**Doug Davidson, Market Executive, Bank of America, N.A.**

**11:45-12:15 p.m.**      **UPDATE ON IMPORTANT INTERNATIONAL TRADE ISSUES:**  
**Introduction: Alice Ancona, Senior Vice President, Government Affairs, Greater Miami Chamber of Commerce**  
**Lee Sandler, Chair, International Business Council and Founding Member, Sandler, Travis & Rosenberg**





APRIL 1-3, 2013 • FLORIDA STATE UNIVERSITY CONFERENCE CENTER, TALLAHASSEE

**12:15 – 12:30 p.m.**      **BREAK**

**12:30-2:00 p.m.**      **CLOSING LUNCHEON** with Ambassador Mauro Vieira, Ambassador of Brazil to the U.S.  
Introduction: Gilberto Neves, President & CEO Odebrecht USA

**5:30 -7:30 p.m.**      **FAVACA AWARDS**  
Reception and International Art Celebration  
1020 Art Gallery  
1020 East Lafayette Street

# **ENTERPRISE FLORIDA**

Organized by **ENTERPRISE FLORIDA**, the lead economic development organization for the state of Florida.



Join Governor Rick Scott on a  
**TEAM FLORIDA TRADE MISSION to**

# CHILE

**MAY 20-23, 2013**



[eflorida.com](http://eflorida.com)



*An invitation from*  
**Governor Rick Scott**



Organized by  
**ENTERPRISE FLORIDA,**  
the lead economic development organization  
for the state of Florida.

Dear International Business Leader:

The Chilean economy continues to be a model for developing countries, surpassing their forecasted 5.5 percent growth for the second consecutive year.

Florida enjoys a significant share of the total U.S. exports to Chile. The South American nation is ranked as Florida's sixth-best market with over \$2.4 billion in Florida origin exports – an increase of 22 percent since 2011. Total merchandise trade amounted to \$7 billion through November 2012 and there is ample opportunity to further expand our trade and investment relationships.

The TEAM Florida trade mission to Chile is part of a statewide strategy to market Florida products and services more aggressively in Latin America. This strategy is intended to benefit small businesses as well as the state.

The TEAM Florida trade mission to Chile will be highly active, featuring a business matchmaker program for Florida exporters, including one-on-one business appointments with potential Chilean partners and excellent networking opportunities.

This is an excellent opportunity for Florida companies to expand their business in the Latin American region. Please join me on this important business mission

Sincerely,

Rick Scott  
Governor

TEAM FLORIDA TRADE MISSION

**CHILE**

**MAY 20-23, 2013**



*Santiago, Chile*



## OPPORTUNITIES FOR FLORIDA COMPANIES:

Latin America accounts for 60 percent of Florida's total merchandise trade, remaining as the leading export market for Florida companies. Chile, as one of the most open, dynamic and prosperous economies in Latin America, offers a wide range of opportunities for U.S. goods and services.

Thanks to the January 2004 implementation of the United States and Chile Free Trade Agreement, 90 percent of U.S. exports to Chile enter duty free. The remaining tariffs are set to phase out by 2015.

The free trade agreement has proven to be a valuable tool for the significant promotion of trade between the two nations. In 2011, bilateral trade between the U.S. and Chile reached \$24.8 billion, a 300 percent increase over pre-trade agreement bilateral trade levels.

Chile ranks 6th in Florida's top products export destinations with over \$3.9 billion in exports in 2011. Florida exports to Chile have been increasing at a rate of 24.3 percent through October 2012. The Chilean economy's constant growth is expected to generate new export opportunities for Florida firms.

### MISSION ITINERARY \*

#### Monday, May 20

- Team Florida delegation departs Miami International Airport

#### Tuesday, May 21

- Team Florida delegation arrives in Santiago, Chile
- Country commercial briefing
- Welcome reception

#### Wednesday, May 22

- Florida Seminar "Opportunities for Chilean Opportunities in Florida"
- Gold Key one-on-one appointments
- Networking luncheon
- Welcome reception with U.S. Ambassador

#### Thursday, May 23

- Gold Key one-on-one appointments
- Team Florida delegation departs Santiago, Chile

*\* Subject to change.*



### BEST EXPORT OPPORTUNITIES

Leading sectors for Florida exports to Chile include:

- Agricultural Machinery and Equipment
- Computer Hardware/Software/Services
- Construction
- Electric Power Equipment (EPE)
- Financial Services
- Food Processing/Packaging Equipment
- Healthcare/Medical Equipment
- Mining equipment
- Security systems and safety equipment
- Telecommunications
- Travel & Tourism Services
- Water Resources Equipment

**TAB 7**  
**OTHER ISSUES**



**FLORIDA SEAPORTS**  
CHARTING OUR FUTURE

Florida Ports Council

Canaveral Port Authority · Port Citrus · Port Everglades · Port of Fernandina · Port of Fort Pierce · Jacksonville Port Authority ·  
Port of Key West · Manatee County Port Authority · PortMiami · Port of Palm Beach · Panama City Port Authority · Port of Pensacola ·  
Port St. Joe Port Authority · Port of St. Petersburg · Tampa Port Authority  
Doug Wheeler, President

# Florida Ports Council Summer Planning & Board Meeting ITINERARY

**Thursday June 13, 2013 – Friday June 14, 2013**  
**Palm Beach, Florida**

## **Thursday, June 13, 2013**

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9:00 a.m. – Noon	SEMC Meeting	All meetings on Thursday to be held at the Port of Palm Beach
Noon	Lunch	
1:00 p.m. – 5:00 p.m.	FPC Board Meeting	
6:00 p.m. – 9:00 p.m.	Reception & Dinner	To Be Determined



## **Friday, June 14, 2013**

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8:00 a.m. – 9:00 a.m.	Port Director's Breakfast	Hotel – To be Determined
9:30 a.m. – 12:30 p.m.	FPC Board Meeting	Hotel – To be Determined
1:00 p.m. – 4:00 p.m.	FSTED Council Meeting	Hotel – To be Determined

\*Dress is business casual for all Florida Ports Council events.

\*\*Dress is business attire for FSTED meetings.

*For more information contact: Christy Gandy at (850) 222-8028 or [christy.gandy@flaports.org](mailto:christy.gandy@flaports.org)*

**TAB 8**  
**ADJOURNMENT**



# **GUEST SPEAKER BIOS**



Jesse Panuccio joined the Department of Economic Opportunity (DEO) as Executive Director on January 8, 2013. Prior to DEO, he served as the General Counsel to Governor Rick Scott where he managed legal affairs and staff of the Governor's office, helped direct and coordinate litigation and legal policy across state agencies, advised the Governor on over eighty judicial nominations, and served as the Governor's chief ethics officer.

Before joining the Scott administration, Panuccio practiced law with the Washington D.C.-based firm Cooper & Kirk PLLC, and served as a law clerk to Judge Michael W. McConnell of the U.S. Court of Appeals for the Tenth Circuit.

He received his J.D. magna cum laude from Harvard Law School where he served as Supreme Court Chair of the Harvard Law Review. He is a graduate of Duke University and is a member of the Florida and Washington D.C. bars. Jesse considers both Tallahassee and Palm Beach Gardens his home.