



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 & CEO

FLORIDA PORTS COUNCIL

Spring Board Meeting & Legislative Forum

April 9-10, 2014
Tallahassee, FL

Hotel Duval



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Doug Wheeler, President and CEO

Florida Ports Council Legislative Forum & Board Meeting

ITINERARY

Wednesday, April 9, 2014 – Thursday, April 10, 2014
Tallahassee, Florida

Monday April 7, 2013 – Wednesday, April 9, 2014

Florida Chamber of Commerce International Days

FSU Conference Center

Wednesday, April 9, 2014

2:00 p.m. – 5:30 p.m.	FPC Legislative Forum	<i>Hotel Duval Opal Room</i>
6:00 p.m. – 7:30 p.m.	Reception	<i>Hotel Duval North Terrace</i>
7:30 p.m. – 9:30 p.m.	Dinner (Private)	<i>Hotel Duval Le Roc Bistro</i>



Presenting Sponsor

**PARSONS
BRINCKERHOFF**

Thursday, April 10, 2014

8:00 a.m. – 9:00 a.m.	Port Director's Breakfast (Port Directors Only)	<i>Legends Room</i>	<i>Shula's - Hotel Duval</i>
8:00 a.m. – 9:00 a.m.	Breakfast - Staff	<i>Opal Room</i>	<i>Hotel Duval</i>
9:30 a.m. – 12:00 p.m.	FPC Board Meeting	<i>Opal Room</i>	<i>Hotel Duval</i>
12:00 p.m. – 12:30 p.m.	Lunch	<i>Horizons Ballroom</i>	<i>Hotel Duval</i>
12:30 p.m. – 2:00 p.m.	Alternative Fuel Workshop	<i>Horizons Ballroom</i>	<i>Hotel Duval</i>
2:15 p.m. – 4:30 p.m.	FSTED Meeting	<i>Horizons Ballroom</i>	<i>Hotel Duval</i>

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



FLORIDA SEAPORTS
CHARTING OUR FUTURE

The Florida Ports Council
Cordially Invites You to Our

2014 Legislative Reception

Wednesday, April 9, 2014

6:00 p.m. to 7:30 p.m.

at

Hotel Duval

415 North Monroe Street, 8th Floor
Tallahassee, Florida

Please join the port directors and staff of Florida's 15 public seaports for networking with business/transportation leaders from around the state convened for the Florida Ports Council's annual Legislative Forum and Board Meeting.

For additional information and to RSVP, please contact Christy Gandy:
christy.gandy@flaports.org or 850.222.8028

In Partnership With:

**PARSONS
BRINCKERHOFF**

TAB 1
CALL TO ORDER



ANNUAL BOARD MEETING & LEGISLATIVE FORUM

April 9-10, 2014
Hotel Duval, Tallahassee

AGENDA

1. Call to Order and Chairman's Welcome
2. Roll Call and Opening Comments
3. Administrative Issues
 - A. Approval of the Minutes - November 13-14, 2013 Meeting in Pensacola
 - B. Budget Report
 - C. President's Comments
 - D. Governance
 - i. By-Laws re: Annual Meeting date
 - E. Program Administration
 - i. Florida Sunshine Law Review
 - ii. FPFC Annual Audit
 - F. Other Issues
 - i. Summer Board Meeting: June 26, 2014 - Orlando Airport Hyatt
 - ii. Fall Board Meeting & Annual Meeting: September 9-10 - Amelia Island
 - iii. Port Governance FPC White Paper
4. Communications Update
5. Marketing Update

6. Partner Updates

7. Legislative

A. State:

- i. Budget/Port Funding
- ii. FDOT Legislative Package
- iii. Port Management
 - a. Freight Logistics Zones (HB 3/SB 136)
- iv. Environmental/Regulatory
 - a. Truck Weights
 - b. Special Districts
 - c. Ethics/Public Records (SB 1648)
 - d. Ethics/Lobby Registration
- v. Miscellaneous
 - a. Florida Water & Land Legacy Constitutional Amendment (#1)

B. Federal:

- i. Federal Initiatives
 - a. Florida Ports Council May 19-20 Washington DC Fly-In
- ii. Issues:
 - a. WRDA/HMTF
 - b. MAP- 21
 - c. Miscellaneous

8. Other Issues

A. Miscellaneous

9. Adjournment

Invited Guests:

Representative Lake Ray
Senator Jeff Brandes
Will Secombe (Visit FL)

TAB 2
ROLL CALL



FLORIDA SEAPORTS
CHARTING OUR FUTURE

FLORIDA PORTS COUNCIL

ROLL CALL

MEMBER:

DESIGNEE:

JOHN WALSH, CANAVERAL

BRAD THORPE, CITRUS

STEVE CERNAK, EVERGLADES

VAL SCHWEC, FERNANDINA

DON WEST, FT. PIERCE

BRIAN TAYLOR, JACKSONVILLE

DOUG BRADSHAW, KEY WEST

CARLOS BUQUERAS, MANATEE

JUAN KURLA, MIAMI

MANNY ALMIRA, PALM BEACH

WAYNE STUBBS, PANAMA CITY

AMY MILLER, PENSACOLA

GUERRY MAGIDSON, PORT ST. JOE

WALTER MILLER, ST. PETERSBURG

PAUL ANDERSON, TAMPA

04/01/14

TAB 3
ADMINISTRATIVE ISSUES

TAB 3A
APPROVAL OF MINUTES

FPC MEETING
Pensacola- November 13-14, 2013



MINUTES

Florida Ports Council
Annual Board Meeting

Wednesday, November 13, 2013

Hilton, Pensacola Beach

1. Call to Order:

The meeting was called to order at 1:20 p.m. Quorum was determined.

Members Attending: Bill Johnson, Val Schwec, John Walsh, Barry Sellers, Ram Kancharla, Ken Hern, Clyde Mathis, Brian Taylor, Wayne Stubbs, Walt Miller, Brad Thorpe, David Anderton, Dave Sanford

Others in Attendance: Doug Wheeler, Mike Rubin, Toy Keller, Jennifer Krell Davis, Christy Gandy, Michael Poole, Eric Green, Juan Kurlya, Alex King

2. Opening Comments:

Chairman Bill Johnson complimented the Florida Ports Council staff and the ability of the ports to work together. He said that the 15 ports offer the state an entire logistical system. The message has resonated very well over the past several years with the legislature and the Governor. The Governor was recently at PortMiami, and has directed close to \$700 million to Florida ports, which is phenomenal compared to past funding levels. It is imperative that leaders continue to understand that we work together as a system of ports. Johnson commented that he hoped that this organization will continue to work together. Cooperation is the future of our industry.

Port Reports:

Val Schwec, Port of Fernandina: Schwec stated that it had been a tough couple of years, but they have some great new opportunities going to the Far East and another line of service announced starting in January to South and Central America.

John Walsh, Port Canaveral: Walsh stated he was glad to have the AAPA event behind them and they have just opened their exploration tower. The Board just approved a new cruise terminal and new Harbor cranes will arrive at Port Canaveral in January. The port is hiring over 50 new employees. The port is proceeding with the deepening project. He said he was excited to report that Port Canaveral is second in the world in cruise.

Barry Sellers, Port of Port St. Joe: Sellers started by saying that former director Tommy Pitts sends his regards; he is now working with an engineering firm out of Panama City. The port has had three announcements for jobs, pending infrastructure improvements and deepening of channel. The Eastern Ship Building Group has done some infrastructure improvements. Sellers said he will be the interim port director until further notice.

Clyde Mathis, Port of Pensacola: Mathis said that port business had been very good with lumber business into the Caribbean doing well, and being an offshore support center for U.S. Gulf oil industry. He said a tenant customer has signed up three additional ships which will be headed to Pensacola.

Ken Hern, Port of Palm Beach: Hern stated that Director Manny Almira sent his regards as he is unable to attend due to upcoming board meetings. The container volumes are continuing to grow, but the slip 3 project, currently under construction, is making vessel scheduling difficult. He reported that they are seeing the first steel shipments in to the port and are staying busy.

Brain Taylor, JAXPORT: Taylor reported that JAXPORT had an interesting year, with good financial performance. The cargo volumes were relatively flat other than the automobile sector. Primary competitors are to the north; infrastructure improvements over the past year should help. The port did not get everything they wanted out of WRRDA, but feel like they did get some things that will help moving forward.

Ram Kancharla, Port of Tampa: Kancharla conveyed Director Paul Anderson's regards. The port has had a very good year; all lines are doing quite well and at the leading edge of the economy. The port is back up from 50,000 tons of steel to 200,000 tons. There has been a recent announcement of a new cruise ship, but they do not have enough space for more ships on the weekends. Customers are making good improvements; there are \$300 million in tenant improvements. He said that the port hopes to see one million cruise passengers this year.

Wayne Stubbs, Port Panama City: Stubbs indicated that the port had a record year in revenue and cargo with steel increasing as well as copper. They won the designation to be a delivery point for copper exchange. He said that the port is very keen on supporting manufacturing - the two located on the port are hiring new employees. The newly built distribution warehouse is almost full. The port had a ribbon-cutting on the new FedEx Ground facility on port last week. They are starting a master plan next week, including some improvements that will expand the port to address growth in the future.

Walt Miller, Port of St. Pete: Miller reported that the port had recently received final bids on wharf renovation, which is the last phase of the project. They need to put in some sheet pile and redo the entire wharf due to damages. The installation of utilities along the wharf will help since they haven't had them in the past. He said that the port is focusing on the College of Marine Science that may rent out half of the port terminal building.

Brad Thorpe, Port Citrus: Thorpe stated that the final feasibility report is complete and they are officially a port. Port Citrus is currently working to get the Coast Guard Cutter to relocate to their area. US Gypsum is completing their plant next to Duke Energy. Duke Energy gave the Economic Development Council money for a study and the port has two manufacturers on their site. Thorpe states that the Suncoast Parkway link to the port is 60 percent designed and should start construction in the near future.

Steve Cernak, Port Everglades: Cernak commented that the port had another good year in terms of revenue exceeding \$3 million. He said that two additional cruise vessels this summer should help them reach 4 million cruise passengers next year. The port's fuel commodity business increased last year (mostly aviation fuel). They have a partnership with FEC opening in the spring, which should be fully operational in the summer, he reported. They have had some success with WRRDA, but continue to work with the Corps on the mitigation plans, which are being negotiated, and hope to have a resolution by Thanksgiving. The port's renovations should be completed in summer 2014 and cruise slip renovations in summer of 2015. They are working on the port's master plan, which should be completed in the spring.

Dave Sanford, Port Manatee: Sanford stated that Director Carlos Buqueras sent his regards, adding that he was honored to be selected as the Deputy Port Director recently. The port has been working on reorganizing staff and a new harbor management plan. The past year has seen an increase in revenue and cargo, with fruit expected to increase this year. The port's wood product shipments are doing well. They have been working on diversification and improvements. They also expect Air Products will increase the exports and the port has picked up new business lines, such as South Port Products, which is in the design phase. The port is ready to begin a major berth rehab plan and a major cold storage project as well as a \$24 million cold storage facility with Del Monte. The port recently signed an agreement with Patient Group for use of the extended berth 12 and container yard, and is close to an agreement and OEM. Sanford said they are working with the Corps on the deepening the Manatee river channel. He said he was pleased to report Port Manatee has many projects with Port of Tampa, including a maintenance dredging project, training, etc., and he thanked them for working collegially together.

Bill Johnson, PortMiami: Johnson began by thanking Clyde Mathis and the Port of Pensacola for hosting the meeting. PortMiami started on-dock rail service last week and recently received four post-Panamax cranes, and next week will receive the largest shipment. Their tunnel project opens in May, the dredge starts in the next ten days and will open six months prior to the Panama Canal opening, being fully operational in July 2015.

3. Administrative Issues:

a. Approval of Minutes from the April 1, 2013 Meeting:

Walsh motioned to approve the minutes, seconded by Schwec. The motion passed unanimously.

b. Budget Report:

Doug Wheeler reported the current budget was approved by email in September. He stated that the FPC finished the year strong and that there is not a lot of change, other than moving the marketing budget into the current year's budget. FPC closed the year well in receivables, with only a couple of outstanding invoices due to JPAs being signed late. He also noted that going forward we will start to see the interest from the FPFC bond program drop significantly.

c. President's Comments:

Wheeler stated that he has completed the position descriptions for each staff position and the next step is to create a staff review process. The FPC will continue to build and maintain its partner relations on the state and federal levels. We have seen favorable legislative outcomes with two good legislative sessions and are actively engaged on WRRDA in Congress. Wheeler commented that the FPC has heard good feedback from all members who attended the DC Fly-in and are planning a possible fly-in in the spring. Wheeler thanked Johnson for his leadership over the past few years as chairman of the Florida Ports Council board, adding that Johnson brought a lot of value to the organization.

Wheeler identified potential challenges as staying vigilant with agency partners; legislators and their initiatives; modal envy due to significant funding to ports; and inter-port competition. Wheeler thanked the port directors and their staff for their assistance and for allowing them to engage with our staff.

d. Governance:

FPC Board Nominating Committee Report/Election of Officers

Staff distributed the slate of officers and the minutes from the Nominating Committee meeting held on Friday, October 25, 2013. Johnson designated the three members of the nominating committee to make the decision on the nomination slate. Walsh reported on the conference call held on October 25th, with two candidates for chairman position, Schwec and Anderson. Both candidates were qualified; however, they respected a process as well as longevity with the council. The committee nominated Schwec as Chair, Anderson as Vice Chair and Cernak for Secretary/Treasurer. Walsh said that the committee wanted to put the association in the best position for long-term success.

Mathis motioned to approve the slate of officers; the motion was seconded by Johnson. The motion passed unanimously.

Johnson thanked Schwec for taking the position. Schwec thanked everyone and noted that he was honored to take the position. He stated he was looking forward to being Chair and echoed Johnson's comments on unity.

e. Program Administration:

1. Port of Key West Resolution

Toy Keller noted that the FPC had received a resolution from Key West strongly opposing the Corps widening their channel to handle the larger cruise ships. She stated that the FSTED Council may want to discuss reallocating the ports' funds before the next FSTED meeting. Stubbs recommended making certain that when a new port director steps in they have some sort of official appointment.

2. Florida Ports Financing Commission

Keller stated that last year a continuing budget was passed; however, the FPFC will need to discuss the future of the funds that run that program. Keller will work with the FPFC Chair to set up a meeting to resolve these administrative issues.

f. Other Issues:

1. FPC Board Meeting and Legislative Forum

Christy Gandy reported the FPC Board Meeting and Legislative Forum will be held in Tallahassee, April 9-10, 2014, with all of the events at Hotel Duval. An itinerary is provided in the notebook.

2. Florida Trade Expo and Summit

Gandy also submitted the idea of a port trade event held in a centralized location for attracting business and manufacturing to Florida's ports. Stubbs asked if they do something like that in Miami. Johnson replied that in early November Miami hosted Talk Americas, Air Cargos America, and Palm Beach held a trade show. Gandy suggested a regional theme and looking at other types of events already being held in the region. A discussion among the port directors followed including the importance of an agenda that people are going to want to participate in, getting the right folks to come, and having detailed discussions on what people want to talk about (substance). Wheeler asked the directors to email him with additional comments or suggestions.

4. Communications and Marketing Update:

Schwec commended Walsh on his speech and the hosting the AAPA Conference in Orlando.

Jennifer Davis reported on the great opportunities this year at AAPA. The FPC gave the governor a plaque as Economic Leader of the year and was able to get a photo with the port directors and the Governor on stage. She commented that the interactions on Facebook and Twitter have increased and we continue to build relationships with others at events and elsewhere. At AAPA and the Fly-In, the ports had opportunities for many conversations with elected leaders and industry professionals. The FPC is sharing information collectively on all ports. Rep. Patronis is one of the most engaged elected leaders on Twitter. Other states and modes are expressing envy regarding Florida leaders investing in Florida ports.

Davis reported that the first Marketing Budget year for FPC was focused on events such as the Colombia Trade Mission, RILA show, AAPA, Breakbulk Conference, Florida Manufacturing Association, as well as advertising with JOC. This year the marketing committee decided that they want to cut down on event sponsorships unless participation as a presenter/speaker is an option. The committee agreed that the FPC needs to: update website to be more engaging on directing individuals to the ports and more interactive on the ports profile page, and to create materials to promote the new site.

5. Partner Updates:

First, Wheeler referred to the Governor's Trade Mission to the Dominican Republic brochure. He added that Enterprise Florida is still putting together a separate Puerto Rico trip. Wheeler stated that he is participating in EFI Stakeholders Council and has been added to the Legislative Policy Committee. He provided an update on ports at the last EFI meeting.

Next, Wheeler discussed the Florida Chamber Trade and Logistics Study. FPC staff remains active and engaged in the launch events. The FPC also offered to participate in editorial boards. We are engaged in the international council and will be providing a port update at all of the meetings. Frank Ryll is retiring and Alice Ancona is taking over the International activities, but based in a new Miami Florida Chamber office. Wheeler said that Ancona is interested in visiting the ports and we will be assisting with this effort.

Johnson noted that the Florida Chamber legislative priorities were included in the materials, showing their support of the increase in the EFI international budget and their other efforts. The FPC will continue to be involved as a sponsor with International Days.

Keller reported that the freight policy element had been completed this year, and FDOT is now working on the investment element. Wheeler noted he is planning to attend the next freight meeting and he is continuing to push for all 15 port directors to be invited. The FPC agreed to work with Enterprise Florida and be a sponsor for their reception at the FDOT meeting.

Port directors engaged in a conversation about the state freight plan and the possible change in attitudes of state partners and leadership relative the continuing seaport funding levels; the need to pay attention and participate was expressed by several members.

Staff stated that these issues were being closely monitored and that we don't expect a lot of seaport/freight policy changes coming for this session.

Wheeler said that the staff will send updates as they occur in the board reports or emails as needed.

Wheeler stated that regarding the \$10M bond program put together by the Division of Bond Finance and FDOT, JPAs need to be executed by December 9th. Wheeler said that ports having concerns meeting the Dec. 9th deadline, should contact FDOT. Meredith Dahlrose, FDOT, was firm about the deadline.

Keller brought the board's attention to Floridajobs.org, which contains DEO's newly published strategic plan. She said that their plan fits well with the whole Florida freight strategy and that DEO is taking a lead with the East Central Florida Corridor plan. She said we had asked Cissy Proctor with DEO (as the East Central Florida business representative) to have Port Canaveral put on the task force.

Keller reported on CAGTC saying that several Florida ports are members. CAGTC typically meets in Washington every year to talk to legislators about our issues. Keller also noted that FPC staff is discussing combining their meeting with a NAFTA summit in Chicago this year. Johnson added that he is on the CAGTC board and they will be a sponsor for a reception as well as attending the conference. His mayor is the co-chair of the event. He stated that many CAGTC members are from the West Coast ports, and it is important that Florida joins and advocates for the East Coast port issues.

6. Federal Legislation

Wheeler began a discussion on the successful fall Washington Fly-In, saying that FPC was in front of the Transportation & Infrastructure (T & I) Committee meeting, and a bi-partisan group worked on WRRDA. He stated that the 2013/14 House Calendar is in the meeting notebook, and ports and FPC staff may be going to DC in December. The FPC sent a letter to Congressman Webster about some of the WRRDA-related issues and is strongly advocating approval of the bill. The FPC has heard from staff of the Transportation & Infrastructure Committee trying to work with Congressman Shuster on language and we are working with Congresswoman Brown. Wheeler said if there is a desire to have a small group going up for conference, please contact staff. He said we are also looking at the month of May for the Fly-In and asked the board for their thoughts.

Several members responded favorably and recommended writing letters of support for WRRDA to Florida's congressional delegation members. Walsh pointed out that the use of section 204 in the WRRDA bill, without money being appropriated makes it hard to get funding. Anderton agreed saying that Everglades is concerned that the port could go through the process and get it approved, but then it has to go through Congress for funding.

Rubin said that the language they modified repeals 204, not necessarily intentionally, and that we have spoken to staff about it. He said we would wait to see when they have the conference and get a group to go and speak with one voice.

MAP-21

Keller stated that the 27-month authorization for MAP-21 expires September 2014. She said that work has already begun on the next authorization and we are hoping to see a multimodal approach with more of a freight focus. She said the current bill also created a national freight advisory committee, which is off to a slow start.

Keller noted that a special panel was established by the T & I Committee to look at freight issues and create recommendations for the future. They did a good job highlighting those issues and are 100

percent behind Congress funding infrastructure in this country. We just need to solve the problem of how we are going to do that.

Port Security

Rubin reported that he is continuing to follow the issues with TWIC cards. Walsh commented that he heard biometrics would soon replace TWIC cards. Mathis added that the Port of Pensacola has handheld readers, which are working well.

Adjourned for the day at 5:29 p.m.

Meeting reconvened at 9:50 a.m.

7. State Legislation

Rubin stated that FDOT is working on their budget and a final number will be given in the spring. There is a total \$139M for ports in the work program. There is a minimum of \$35 million in statute for SPII, and Everglades, Tampa and Canaveral are the only ports that have funds in that program. There is also \$14 million that has not been allocated, set aside and boxed as a SIS funds. We will continue to ask that SIS funds not be used for the SPII program and will continue to follow up. Keller stated that the \$139 million includes \$35M in debt service on bonds. Rubin reported on FDOT's initial legislation package, saying that it is not complete. FDOT said it would not have controversial issues in it, but we will watch closely.

The members discussed non-containerized truck weight issues and whether the FPC should advocate an FDOT rule change. Staff agreed to discuss the issue with FDOT and encouraged the ports to have users communicate their concerns with the weight limits.

Rubin stated that there are a number of discussions as to what other states are doing in respect to what Florida is doing. The senate president does not like incentives; Representative Ray's bill was hurt in Senate Transportation. The question is whether there is going to be a desire to put some money in encouragement type programs. We will work with Representative Ray and Senator Ring on offering incentives to companies who want to ship their goods to Florida, not Alabama or Georgia.

8. Port Management Issues

Wheeler brought up Enterprise Asset Management at ports, as three ports have been contacted by the asset management software company for international standards. Anderton said that Everglades already has the software, but it shouldn't be in statute.

Rubin said during a conversation with Representative Ray, port staff told him they would not object to the addition of funding for the software in the budget, but not a statutory requirement to buy the software. This is something we're watching, but need to be able to tell the Legislature that ports do not want it. Walsh added that he had spoken to the software developers, and they want to create a prototype program that creates a model, but not a requirement to be put in statute. Anderton said that it looks like they've already talked to FDOT about this.

A discussion on port cooperation and consolidation followed with ports expressing that cooperation already exists and their local governments oppose consolidation. Stubbs commented that we need to be prepared if the Legislature moves forward with consolidation. Wheeler stated that there is a fine line between consolidation and cooperation and thinks that they might not get regional ports, but think they

are going towards regional port authorities. Wheeler asked if FPC should produce a white paper on the cooperation/consolidation issue.

Wheeler recommended we invite legislators interested in the issue to the FPC April meeting and agreed to report back on the white paper.

Rubin concluded the state legislative discussion stating that there are no committee weeks in December, but in January it will start fresh. He will be getting the FPC lobbying group back together for Monday afternoon meetings and will include the port lobbyists.

9. Freight and Logistics

Rubin stated that Senator Ring has a bill that will continue to develop and hopefully include some encouragement language. The bill does have chapter 311 in it, so it has potential for language to be added that we don't support.

10. Global Opportunities

Keller stated that Martin Associates has been selected for the Global Opportunities RFP and now the committee will begin working on the scope of work for the contract.

Wheeler said all of the final three candidates did a great job, but Martin's group rose to the top. Keller said that Sandler Travis will be assisting, as well as some modal experts that will help provide balance. Wheeler stated that Lee Sandler is also the chair of the Florida Chamber's International Business Committee and could connect the Chamber to some of those topics. Keller said that Moffitt & Nichol will also be working with Martin.

Rubin noted the information in the meeting materials relative to the creation of a Foreign Direct Investment Network Alliance and indicated that the Foreign Affairs Center (FAC) is interested in working with the seaports to promote foreign investment. The FAC will be reaching out to those ports interested in receiving more information.

11. LNG

Keller stated that the conversation on LNG in the maritime industry was getting louder and asked if the FPC could assist the ports in this area from a policy standpoint. Taylor commented that there has been a fair amount of activity on the LNG front at JAXPORT, and that the port would welcome a unified position on LNG from FPC. The members had a brief discussion about their experiences with LNG and concluded that further discussion on the issue would be helpful.

12. Miscellaneous

Walsh raised the issue that the Bahamas have let their facilities go downhill and the cruise lines will fine them if they don't fix things up. Florida's cruise business needs them as a port of call. Walsh said that somehow we need to try to reach out to them as a group and see what we can do. He stated that Royal Caribbean is actually going to skip the Bahamas from now on. Florida cruise business will be hurt by this. He said Florida is tied to the Bahamas and there needs to be dialog within the state.

13. Motion to adjourn

Stubbs made the motion to adjourn, motion was seconded by Walsh. Meeting adjourned at 11:20 a.m.

TAB 3B
BUDGET REPORT

**Florida Seaports
Council, Inc.**

Financial Statements

September 30, 2013 and 2012

Florida Seaports Council, Inc.

Table of Contents September 30, 2013 and 2012

Independent Auditors' Report	1 - 2
Financial Statements	
Statements of Financial Position	3
Statements of Activities	4
Statements of Cash Flows	5
Notes to Financial Statements	6 - 10
Supplemental Information	
Schedule of Revenues and Expenses – Comparison of Budget to Actual	11 - 12



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INDEPENDENT AUDITORS' REPORT

Board of Directors
Florida Seaports Council, Inc.

We have audited the accompanying financial statements of Florida Seaports Council, Inc. (a Florida nonprofit corporation), which comprise the statements of financial position as of September 30, 2013 and 2012, and the related statements of activities and cash flows for the years then ended, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

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 from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

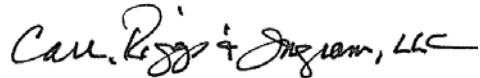
We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Florida Seaports Council, Inc. as of September 30, 2013 and 2012, and the changes in its net assets and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matter

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.



March 25, 2014

Florida Seaports Council, Inc.
Statements of Financial Position

<i>September 30,</i>	2013	2012
<hr/>		
Assets		
Current assets		
Cash and cash equivalents	\$ 252,903	\$ 259,968
Administrative fees receivable	50,253	15,459
Prepaid expenses	28,542	29,952
Deposits	250	250
Total current assets	331,948	305,629
Property and equipment - net	544,029	557,562
Loan costs - net	2,951	3,254
Total assets	\$ 878,928	\$ 866,445
<hr/>		
Liabilities		
Current liabilities		
Accounts payable and accrued expenses	\$ 17,641	\$ 10,857
Retirement plan liability	28,527	23,355
Notes payable - current portion	14,709	13,878
Total current liabilities	60,877	48,090
Accrued leave	11,582	19,652
Notes payable - long term portion	174,768	189,477
Total liabilities	247,227	257,219
Unrestricted net assets	631,701	609,226
Total liabilities and net assets	\$ 878,928	\$ 866,445
<hr/>		

See accompanying notes to the financial statements.

Florida Seaports Council, Inc.
Statements of Activities

<i>Years ended September 30,</i>	2013	2012
Unrestricted revenues and support		
Membership dues	\$ 535,000	\$ 280,260
FSTED program fees	292,600	417,773
Marketing program	75,000	-
FSTED bond savings administrative service fees	59,629	343,959
Other revenue	14,951	3,193
Total revenues and support	977,180	1,045,185
Expenses		
Salaries	487,564	533,496
Payroll taxes	38,476	40,713
Group health insurance	59,330	47,523
Retirement contribution	28,527	26,459
Legal consultants	6,000	18,092
Accounting	9,560	10,275
Memberships	20,078	23,712
Travel, meetings, and conferences	76,884	69,844
Interest and bank charges	11,394	12,621
Insurance	13,014	11,542
Facility expense	12,059	15,459
Seaport mission plan	36,869	6,712
Communications	13,335	17,174
Equipment rental and supplies	22,387	24,942
Environmental management	15,393	16,649
Public relations and public awareness	78,124	4,953
FSTED court reporter	2,400	1,516
Other	8,346	4,935
Amortization	303	321
Depreciation	14,662	4,248
Total expenses	954,705	891,186
Change in unrestricted net assets	22,475	153,999
Unrestricted net assets - beginning of year	609,226	455,227
Unrestricted net assets - end of year	\$ 631,701	\$ 609,226

See accompanying notes to the financial statements.

Florida Seaports Council, Inc.
Statements of Cash Flows

<i>Years ended September 30,</i>	2013	2012
Cash flows from operating activities		
Change in unrestricted net assets	\$ 22,475	\$ 153,999
Adjustments to reconcile changes in unrestricted net assets to net cash provided by operating activities:		
Depreciation	14,662	4,248
Amortization	303	321
(Increase) decrease in:		
Receivables	(34,794)	(7,127)
Prepaid expenses	1,410	(18,843)
Increase (decrease) in:		
Payables	6,784	5,609
Retirement plan liability	5,172	4,932
Accrued leave	(8,070)	19,652
Deferred revenues	-	(12,940)
Net cash provided by operating activities	7,942	149,851
Cash flows from investing activities		
Purchase of property and equipment	(1,129)	(5,952)
Net cash used in investing activities	(1,129)	(5,952)
Cash flows from financing activities		
Principal payments on long-term debt	(13,878)	(13,061)
Net cash used in financing activities	(13,878)	(13,061)
Change in cash and cash equivalents	(7,065)	130,838
Cash and cash equivalents at beginning of year	259,968	129,130
Cash and cash equivalents at end of year	\$ 252,903	\$ 259,968
Supplemental disclosures		
Cash paid for interest	\$ 11,394	\$ 12,304

See accompanying notes to the financial statements.

Florida Seaports Council, Inc.

Notes to Financial Statements

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, 2013 and 2012, 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, 2013, 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 \$11,582 and \$19,652 as of September 30, 2013.

Allowance for Doubtful Accounts

The Council believes all receivables are collectible and accordingly has made no provision for doubtful accounts. No receivables were written-off during the years ended September 30, 2013 and 2012.

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>	2013	2012
Land (non-depreciable)	\$ 200,000	\$ 200,000
Building and improvements	440,372	440,372
Furnishings and equipment	58,293	57,164
Total property and equipment - at cost	698,665	697,536
Accumulated depreciation	(154,636)	(139,974)
Property and equipment - net	\$ 544,029	\$ 557,562

Depreciation expense for years ended September 30, 2013 and 2012 totaled \$14,662 and \$4,248, respectively.

NOTE 4 – NOTES PAYABLE

Notes payable consist of the following:

<i>September 30,</i>	2013	2012
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 which has a carrying value of \$330,562, matures June 2023.	\$ 189,477	\$ 203,355
Total notes payable	189,477	203,355
Less: current portion	14,709	13,878
Notes payable – long-term portion	\$ 174,768	\$ 189,477

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

<i>Years ending September 30,</i>	
2014	\$ 14,709
2015	15,590
2016	16,498
2017	17,512
2018	18,557
Thereafter	106,611
Total minimum future payments	\$ 189,477

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 \$28,527 and \$26,459 for the years ended September 30, 2013 and 2012, 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>Year ending September 30,</i>	
2014	\$ 2,850
Total minimum future payments	\$ 2,850

Rent expense for the years ended September 30, 2013 and 2012 was \$22,387 and \$24,942, 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 (3.25% at September 30, 2013) plus 0.1% limited to a floor of 4%. The line of credit is unsecured and expires February 2014. There were no amounts outstanding as of September 30, 2013 and 2012.

NOTE 8 – PROGRAM AND SUPPORTING SERVICES

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

	2013	2012
Program	\$ 695,385	\$ 626,607
Management and general	259,320	264,579
Total expenses	\$ 954,705	\$ 891,186

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, 2013 and 2012. 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 2013, amortization of loan costs totaled \$303. At September 30, 2013 accumulated amortization totaled \$681.

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, 2013, 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 2010, 2011 and 2012 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. There were no amounts due to the Council related to this project as of September 30, 2013 and 2012.

Supplemental Information

Florida Seaports Council, Inc.
Schedule of Revenues and Expenses
Comparison of Budget to Actual
For the year ended September 30, 2013

	Actual	Budget (Unaudited)	Variance Favorable (Unfavorable)
Revenues			
FPC dues	\$ 535,000	\$ 535,000	\$ -
Admin. fee - FSTED Program	292,600	292,600	-
Marketing program	75,000	75,000	-
FPFC bond program	59,629	59,628	1
Other	14,951	5,000	9,951
Total revenues	977,180	967,228	9,952
Expenses			
President			
Compensation	145,000	145,000	-
Insurance and other benefits	7,688	8,000	312
Pension plan contribution	8,700	8,700	-
Total president	161,388	161,700	312
Vice President – Public Affairs			
Compensation	97,000	97,000	-
Insurance & other benefits	12,614	12,000	(614)
Pension plan contribution	5,865	5,820	(45)
Total executive vice president	115,479	114,820	(659)
Vice President – Government Affairs			
Compensation	115,360	115,360	-
Insurance & other benefits	15,974	14,900	(1,074)
Pension plan contribution	6,982	6,922	(60)
Total vice president	138,316	137,182	(1,134)
Administrative Staff			
Compensation - office manager	27,605	27,500	(105)
Compensation - front office	15,669	16,000	331
Insurance & other benefits	4,237	-	(4,237)
Incentive compensation	-	300	300
Pension plan contribution	1,775	1,650	(125)
Total administrative staff	49,286	45,450	(3,836)
Vice President/Programs & Planning			
Compensation	85,000	85,000	-
Insurance & other benefits	18,817	17,160	(1,657)
Pension plan contribution	5,205	4,326	(879)
Total vice president - programs & planning	109,022	106,486	(2,536)
Consultants			
Special consultants	21,393	22,000	607
Total consultants	21,393	22,000	607

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, 2013
(Continued)

	Actual	Budget (Unaudited)	Variance Favorable (Unfavorable)
Other Expenses			
Workers' compensation	2,806	2,800	(6)
Employee bonuses	10,000	10,000	-
Payroll taxes	38,476	31,000	(7,476)
Leave expense	(8,070)	-	8,070
Accounting	9,560	11,000	1,440
Bank charges	11,394	300	(11,094)
Communications	13,335	14,000	665
Equipment - rent, purchase & supplies	22,387	23,800	1,413
Court reporter - FSTED/FPFC	2,400	6,000	3,600
Miscellaneous	5,803	1,000	(4,803)
Building expenses	21,862	48,065	26,203
Seaport mission plan	36,869	6,100	(30,769)
Conferences	8,442	10,100	1,658
Travel & related expenses	33,708	35,250	1,542
Meetings	34,734	22,750	(11,984)
Memberships and sponsorships	23,026	25,000	1,974
Public relations and public awareness	78,124	80,000	1,876
Website development	-	500	500
Amortization	303	-	(303)
Depreciation	14,662	-	(14,662)
Total other expenses	359,821	327,665	(32,156)
 Total expenses	 954,705	 915,303	 (39,402)
 Excess recurring expense	 \$ 22,475	 \$ 51,925	 \$ (29,450)

See accompanying notes to the financial statements.



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March 25, 2014

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, 2013 and 2012, and have issued our report thereon dated March 25, 2014. 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 October 17, 2013, 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 2013. 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 March 25, 2014.

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 March 25, 2014.

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

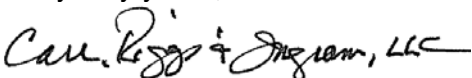
We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Council's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were 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

Client: 45-00276 - Florida Seaports Council, Inc.
Engagement: 2013 - Florida Seaports Council, Inc.
Period Ending: 9/30/2013
Trial Balance: TB
Workpaper: 3200.05 - Adjusting Journal Entries Report

Account	Description	W/P Ref	Debit	Credit
Adjustments were discussed with and understood by management.				
Adjusting Journal Entries JE # 1		BK		
To add back cash related to check which was subsequently voided.				
108	Hancock Bank Operating Acct		6,000.00	
300	Accounts Payable			6,000.00
Total			6,000.00	6,000.00
Adjusting Journal Entries JE # 2		4600.10		
To adj for current year depreciation				
738	Depreciation		14,662.00	
740	Amortization		303.00	
255	Accumulated Depreciation			14,662.00
257	Accumulated Amortization			303.00
Total			14,965.00	14,965.00
Adjusting Journal Entries JE # 3		4600.10		
To adj for added equip				
250	Equipment & Furnishings		1,129.00	
750.2	EQUIPMENT - Rent, Purchase, Etc:750.2 + Computer, Hardware & Software			1,129.00
Total			1,129.00	1,129.00
Adjusting Journal Entries JE # 4		BK		
To properly state interest and loan payable balance				
304	Mortgage Note Payable		28,587.00	
304.1	Mortgage Note Payable - Current Portion			14,709.00
777.1	502 E. Jefferson - Build. Expen:777.1 + Building - Mortgage			13,878.00
Total			28,587.00	28,587.00
Adjusting Journal Entries JE # 5		BK		
To properly state opening net assets				
768	Miscellaneous		5,398.00	
3900	Unrestricted Net Assets			5,398.00
Total			5,398.00	5,398.00
Adjusting Journal Entries JE # 6		BK		
To remove JPA activity				
605	FSTD Data JPA		22,231.00	
782	SEAPORT MISSION PLAN			746.00
782.1	SEAPORT MISSION PLAN:782.1 + SMP - Professional Services			21,485.00
Total			22,231.00	22,231.00
Adjusting Journal Entries JE # 7		BK		
To reclassify prepaid salaries included in liabilities				
220	Prepaid Expenses		22,722.00	
301.2	Direct Deposit Liabilities		6,343.00	
301	Payroll Liabilities			29,065.00
Total			29,065.00	29,065.00
Adjusting Journal Entries JE # 8		BK		
To properly state payables and prepaids at 9/30/13				
220	Prepaid Expenses		5,820.00	
805.4	Marketing Program		2,000.00	
300	Accounts Payable			1,692.00
710.3	Environmental and Growth Mgmt			6,128.00
Total			7,820.00	7,820.00
Adjusting Journal Entries JE # 9		BK		
To properly state leave liability at 9/30/13				

Client: **45-00276 - Florida Seaports Council, Inc.**
Engagement: **2013 - Florida Seaports Council, Inc.**
Period Ending: **9/30/2013**
Trial Balance: **TB**
Workpaper: **3200.05 - Adjusting Journal Entries Report**

Account		Description	W/P Ref	Debit	Credit
315	Accrued Leave			8,070.00	
716	Leave Expense				8,070.00
Total				8,070.00	8,070.00
Adjusting Journal Entries JE # 10				5100.25	
To record retirement contribution payable					
701.7	Doug's Pension Plan			8,700.00	
702.7	+ Executive V.P. Compensation:Nancy's Pension Plan			5,865.00	
703.6	+ V.P. Compensation:703.6 + Mike's Pension Plan			6,982.00	
704.6	Chrsy Pension Plan			1,725.00	
706.6	+ V.P.Plan.& Prog - Comsentation:706.6 + Toy's Pension Plan			5,205.00	
708.6	Executive Vice President - Pension Plan			50.00	
301.3	401k Payable				28,527.00
Total				28,527.00	28,527.00

March 25, 2014

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, 2013 and 2012, 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.

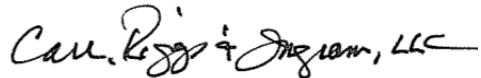
Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be significant deficiencies or material weaknesses and therefore there can be no assurance that all such deficiencies 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 prepaid expenses, 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.

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.

A handwritten signature in black ink, appearing to read "Carr, Riggs & Ingram, LLC". The signature is stylized and cursive.

Carr, Riggs & Ingram, LLC

TAB 3C
PRESIDENT'S COMMENTS

TO BE DISCUSSED AT MEETING

TAB 3D
GOVERNANCE

ARTICLE IV

FEES, WITHDRAWAL, SUSPENSION

A) Fees

The schedule and payment by the members of any fees and expenses incurred by FSC shall be determined by the Chairman or President and CEO and approved by the Board of Directors. Such fees and expenses include, but are not limited to, those incurred in connection with any program established by FSC.

B) Fees for Special Services

The Board of Directors or President and CEO, upon approval by the Board, may fix such fees or charges as are reasonable for services rendered by FSC.

C) Withdrawal, Suspension and Expulsion

(1) Any member may resign from membership by giving written notice to that effect to the Board accompanied by the payment of any fees that may be due and owing as of the date of resignation.

(2) Upon a two-thirds vote of the Directors present at a meeting of the Board of Directors, a member may be suspended or expelled from FSC for violations of these Bylaws or for nonconformance to standards of business practice as may be adopted from time to time by FSC, provided that the member has been given an opportunity to be heard. An expelled member shall not be reinstated except by two-thirds vote of the Directors present at a meeting of the Board of Directors, and then only upon furnishing satisfactory evidence to the Board of Directors of intention to abide by the Bylaws, including such standards of business practices as have been adopted by FSC.

ARTICLE V

MEETINGS

A) Annual Meeting

The Annual Meeting of the membership shall be held ~~after the close of the fiscal year of FSC~~ at a time and a location ~~to be~~ determined by the Board of Directors, however, it shall be held no later than 60 days after the end of the fiscal year.

TAB 3E
PROGRAM ADMINISTRATION



Effective: July 1, 2012

West's Florida Statutes Annotated Currentness

Title XIX. Public Business (Chapters 279-290)

Chapter 286. Public Business: Miscellaneous Provisions (Refs & Annos)

→ → **286.011. Public meetings and records; public inspection; criminal and civil penalties**

(1) All meetings of any board or commission of any state agency or authority or of any agency or authority of any county, municipal corporation, or political subdivision, except as otherwise provided in the Constitution, including meetings with or attended by any person elected to such board or commission, but who has not yet taken office, at which official acts are to be taken are declared to be public meetings open to the public at all times, and no resolution, rule, or formal action shall be considered binding except as taken or made at such meeting. The board or commission must provide reasonable notice of all such meetings.

(2) The minutes of a meeting of any such board or commission of any such state agency or authority shall be promptly recorded, and such records shall be open to public inspection. The circuit courts of this state shall have jurisdiction to issue injunctions to enforce the purposes of this section upon application by any citizen of this state.

(3)(a) Any public officer who violates any provision of this section is guilty of a noncriminal infraction, punishable by fine not exceeding \$500.

(b) Any person who is a member of a board or commission or of any state agency or authority of any county, municipal corporation, or political subdivision who knowingly violates the provisions of this section by attending a meeting not held in accordance with the provisions hereof is guilty of a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083.

(c) Conduct which occurs outside the state which would constitute a knowing violation of this section is a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083.

(4) Whenever an action has been filed against any board or commission of any state agency or authority or any agency or authority of any county, municipal corporation, or political subdivision to enforce the provisions of this section or to invalidate the actions of any such board, commission, agency, or authority, which action was taken in violation of this section, and the court determines that the defendant or defendants to such action acted in violation of this section, the court shall assess a reasonable attorney's fee against such agency, and may assess a reasonable attorney's fee against the individual filing such an action if the court finds it was filed in bad faith or was frivolous. Any fees so assessed may be assessed against the individual member or members of such board or commission; provided, that in any case where the board or commission seeks the advice of its attorney and

such advice is followed, no such fees shall be assessed against the individual member or members of the board or commission. However, this subsection shall not apply to a state attorney or his or her duly authorized assistants or any officer charged with enforcing the provisions of this section.

(5) Whenever any board or commission of any state agency or authority or any agency or authority of any county, municipal corporation, or political subdivision appeals any court order which has found said board, commission, agency, or authority to have violated this section, and such order is affirmed, the court shall assess a reasonable attorney's fee for the appeal against such board, commission, agency, or authority. Any fees so assessed may be assessed against the individual member or members of such board or commission; provided, that in any case where the board or commission seeks the advice of its attorney and such advice is followed, no such fees shall be assessed against the individual member or members of the board or commission.

(6) All persons subject to subsection (1) are prohibited from holding meetings at any facility or location which discriminates on the basis of sex, age, race, creed, color, origin, or economic status or which operates in such a manner as to unreasonably restrict public access to such a facility.

(7) Whenever any member of any board or commission of any state agency or authority or any agency or authority of any county, municipal corporation, or political subdivision is charged with a violation of this section and is subsequently acquitted, the board or commission is authorized to reimburse said member for any portion of his or her reasonable attorney's fees.

(8) Notwithstanding the provisions of subsection (1), any board or commission of any state agency or authority or any agency or authority of any county, municipal corporation, or political subdivision, and the chief administrative or executive officer of the governmental entity, may meet in private with the entity's attorney to discuss pending litigation to which the entity is presently a party before a court or administrative agency, provided that the following conditions are met:

- (a) The entity's attorney shall advise the entity at a public meeting that he or she desires advice concerning the litigation.
- (b) The subject matter of the meeting shall be confined to settlement negotiations or strategy sessions related to litigation expenditures.
- (c) The entire session shall be recorded by a certified court reporter. The reporter shall record the times of commencement and termination of the session, all discussion and proceedings, the names of all persons present at any time, and the names of all persons speaking. No portion of the session shall be off the record. The court reporter's notes shall be fully transcribed and filed with the entity's clerk within a reasonable time after the meeting.
- (d) The entity shall give reasonable public notice of the time and date of the attorney-client session and the names of persons who will be attending the session. The session shall commence at an open meeting at which

the persons chairing the meeting shall announce the commencement and estimated length of the attorney-client session and the names of the persons attending. At the conclusion of the attorney-client session, the meeting shall be reopened, and the person chairing the meeting shall announce the termination of the session.

(e) The transcript shall be made part of the public record upon conclusion of the litigation.

CREDIT(S)

Laws 1967, c. 67-356, § 1; Laws 1971, c. 71-136, § 159; Laws 1978, c. 78-365, § 1; Laws 1985, c. 85-301, § 6. Amended by Laws 1991, c. 91-224, § 33; Laws 1993, c. 93-232, § 1, eff. June 30, 1993; Laws 1995, c. 95-148, § 210, eff. July 10, 1995; Laws 1995, c. 95-353, § 1, eff. June 17, 1995; Laws 2012, c. 2012-25, § 2, eff. July 1, 2012.

Current through Ch. 272 (End) of the 2013 1st Reg. Sess. of the 23rd Legislature

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END OF DOCUMENT

TAB 3F
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 and CEO

ITINERARY

Florida Ports Council Summer Board Meeting Thursday, June 26, 2014

**Orlando Airport Hyatt
Orlando, Florida**

Thursday, June 26, 2014

10:00 a.m. - Noon	Florida Ports Council Board Meeting
Noon - 1:00 p.m.	Lunch
1:00 p.m. – 4:00 p.m.	Florida Ports Council Board Meeting

*Dress is business casual.



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



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 and CEO

Florida Ports Council Annual Board Meeting

DRAFT ITINERARY

Tuesday, September 9, 2014 – Wednesday, September 10, 2014
Amelia Island, Fernandina, Florida

Tuesday, September 9, 2014

9:00 a.m. – Noon	SEMC Meeting	Omni Amelia Island TBA
9:30 a.m. – 11:30 a.m.	Port of Fernandina Tour	Meet in the lobby for transportation
Noon – 1:00 p.m.	Lunch	Omni Amelia Island TBA
1:30 p.m. – 5:30 p.m.	FPC Annual Board Meeting	Omni Amelia Island TBA
6:00 p.m. – 7:30 p.m.	Reception	Omni Amelia Island TBA
7:30 p.m. – 9:30 p.m.	Dinner (Private)	Omni Amelia Island TBA



Presenting Sponsor:



Wednesday, September 10, 2014

8:00 a.m. – 9:00 a.m.	Port Director's Breakfast (Port Directors Only)	TBA	Omni Amelia Island
8:00 a.m. – 9:00 a.m.	Breakfast - Staff	TBA	Omni Amelia Island
9:30 a.m. – 12:00 p.m.	FPC Board Meeting	TBA	Omni Amelia Island
12:00 p.m. – 12:30 p.m.	Lunch	TBA	Omni Amelia Island
12:30 p.m. – 4:30 p.m.	FSTED Meeting	TBA	Omni Amelia Island

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

TAB 4
COMMUNICATIONS UPDATE

Social Media - Twitter



Frank Collins III and Senator Thad Altman retweeted you

Mar 28

Mar 28: Ports=Jobs! RT @PortTampaBay: @FLGovScott with great news on jobs for Floridians here at the port pic.twitter.com/WfZTCb5a2c #flaports



Enterprise Florida @EnterpriseFL · Feb 24

@FDOT_Secretary, @FloridaPorts & reps from several #Florida ports meet w/ Dominican Republic port reps. pic.twitter.com/b1eN1qTusq



Adam Putnam @adamputnam · Jan 26

Wheels up for trade development mission to Panama. Going to see how #Florida can benefit from the expansion of the Panama Canal.

Expand

↩ Reply ↻ Retweeted ★ Favorite ↩ Storify ... More



Dana Young @repdanayoung · Jan 26

@adamputnam Port Tampa Bay is uniquely poised to benefit from the expansion of the Panama Canal -- and we will be ready! @FloridaPorts



FloridaPortsCouncil @FloridaPorts · Nov 13

Inspiring words from Hancock Bank's Ken Stafford and Rep. @DougBroxson on how #flaports impact Florida. Honored to have them here.

Expand

↩ Reply 🗑 Delete ★ Favorite ↩ Storify ... More



Doug Broxson @DougBroxson · Nov 14

@FloridaPorts, thanks for having us there! I enjoyed speaking to you all.

🗨 Hide conversation

↩ Reply ↻ Retweet ★ Favorited ↩ Storify ... More

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Florida Ports Council

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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

337

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Highlights

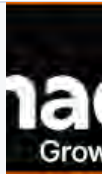
Status Photo / Video Offer, Event +

What have you been up to?



Florida Ports Council shared a link via Port Miami.
Posted by Jennifer Krell Davis [?] · about a minute ago

Wonderful!



Port of Miami receives first shipment of Peruvian blueberries
www.freshplaza.com

FreshPlaza is the number one portal for the fresh produce industry, offering the latest news, job advertisements, pricewatch, and photo albums

Like · Comment · Share

Boost Post



Florida Ports Council shared Port of Palm Beach's status.
Posted by Jennifer Krell Davis [?] · 23 hours ago

Don't forget, just 11 days until the 3rd Annual Blessing of the Fleet at the Port of Palm Beach. We hope you'll join us.

Like · Comment · Share

5 people saw this post

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Recent Posts by Others on Florida Ports Council

See All



Jacksonville Port Authority
The Florida Ports Council provided a guest column to the ...
January 14 at 10:29am



Mark Ogles
CEOs, CFOs, Executive Directors and Facility Managers: ...
November 16, 2013 at 12:41pm



Jacksonville Port Authority
Thanks Florida Ports Council for standing united with JAX ...
4 1 · October 16, 2013 at 4:53pm



Port of Palm Beach
We're live. Please "Like" the new Port of Palm Beach Face...
2 1 · October 12, 2012 at 3:08pm



Jennifer Krell Davis
Great photo!
August 30, 2012 at 2:40pm

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Florida Chamber of Commerce
Organization



Coalition for America's Gateways and Trade Corridors
Non-Profit Organization



Rick Scott
Politician



The Journal of Commerce
Media/News/Publishing

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Florida Ports Council



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

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Promote Page



Florida Ports Council shared a link via Florida Chamber of Commerce.

Posted by Jennifer Krell Davis [?] · 23 hours ago

Come join us!



2014 International Days | Florida Chamber of Commerce
Tallahassee, FL | Florida Chamber of...
floridafloc.weblinkconnect.com

Join the Florida Chamber of Commerce...

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Florida Ports Council shared a link via Port Canaveral.

Posted by Jennifer Krell Davis [?] · March 25

Florida's ports are growing by leaps and bounds, creating jobs and strengthening their local and state economies.



Gigantic cranes to give Port Canaveral a lift

Port Canaveral gets serious about shipping with arrival of new cargo cranes

Like · Comment · Share

1

Alyssa D Brown and On Call Computer Solutions like this.



Write a comment...



20 people saw this post

Boost Post



Florida Ports Council shared Performance Team Freight Systems, Inc's photo.

Posted by Jennifer Krell Davis [?] · March 21

This is a nice graphic showing the standard parts of a container ship...

This diagram shows you the different parts to a standard container ship. Take a look.



Like · Comment · Share

Alyssa D Brown likes this.



Write a comment...



21 people saw this post

Boost Post



Florida Department of Economic Opportunity
Government Organization



Florida Ports Council shared a link via Port Canaveral.

Posted by Jennifer Krell Davis [?] · March 28

Very cool video of Port Canaveral's new giant cranes arriving at the port...



They're here!

Port Canaveral now has two giant ship-to-shore cranes, the first step in cargo expansion that could generate 5,000 high-paying local jobs and lower costs for...

Like · Comment · Share

15 people saw this post

Boost Post



Florida Ports Council shared a link.

Posted by Jennifer Krell Davis [?] · March 25

Very cool news from Port Manatee...



Port Manatee bird sanctuary may be model for dredge disposal | Port Manatee | Bradenton Herald
www.bradenton.com

Manbirtee Key, a 60-acre manmade island at Port Manatee, is both a sanctuary for migratory birds and a potential site or model for how the port will dispose of its dredging spoils in the future.

Like · Comment · Share

The Journal of Commerce likes this.



Write a comment...



13 people saw this post

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**GOVERNOR SCOTT INVESTS A RECORD \$8.8 BILLION FOR
TRANSPORTATION IMPROVEMENTS IN THE
“IT’S YOUR MONEY TAX CUT BUDGET”**

Budget will strengthen Florida’s transportation infrastructure while generating economic development opportunities and creating jobs

January 29, 2014

Dick Kane, (850) 414-4595
dick.kane@dot.state.fl.us

TALLAHASSEE – Governor Rick Scott today announced that the Florida Department of Transportation (FDOT) will receive \$8.8 billion in the "It's Your Money Tax Cut Budget," to make strategic transportation improvements throughout the state. This will fully fund the Florida Department of Transportation’s Work Program and continue vital investments in port, construction, bridge and other transportation infrastructure improvements.

Governor Scott said, “Last year, we secured a record \$8.6 billion for transportation investments and we continue to see tremendous results in Florida as we spur economic development and create jobs, while reducing burdensome taxes on Florida’s families and businesses. This year, our ‘It’s Your Money Tax Cut Budget,’ invests in transportation projects to further strengthen our world-class transportation system and enable Florida to be a global hub for trade and commerce. From construction jobs to increased trade opportunities, transportation projects provide tremendous job and economic benefit. This investment will enable our state to remain competitive for many years to come.”

The budget makes the following investments:

- \$3.8 billion for construction of highway projects
- \$138.9 million in seaport infrastructure improvements
- \$324.6 million for aviation improvements
- \$192.5 million for scheduled repair of 51 bridges and replacement of 15 bridges
- \$843.3 million for maintenance and operation
- \$528 million for public transit development grants
- \$134.3 million for safety initiatives

FDOT Secretary Ananth Prasad said, “Governor Scott’s ‘It’s Your Money Tax Cut Budget’ provides significant investment into much needed transportation projects. These projects attract businesses, create jobs and improve the lives of the citizens of Florida.”

From construction jobs to increased trade opportunities, transportation projects provide tremendous job and economic benefit not only today but enable our state to remain competitive for many years to come.

(more)

Florida Transportation Builders' Association (FTBA) President Bob Burleson said, "Governor Scott continues to recognize the importance of a sound, well-funded transportation system to Florida's economic growth and quality of life. FTBA applauds Governor Scott for his strong leadership in transportation."

Additionally, with the upcoming expansion of the Panama Canal, Florida is poised to be the trade gateway to the Americas. By continuing to invest in critical port projects, Governor Scott is ensuring Florida will be ready to reap the benefits of increased trade.

Florida Ports Council President Doug Wheeler said, "Florida has shown the country and the world that it is prepared to capture future trade and be a leader in moving freight. We applaud the commitment and dedication by Governor Scott to strategically invest in Florida's ports and freight infrastructure to provide jobs and economic benefits to Florida families."

Please see the attached list of major FDOT projects for FY 2014-2015.

For additional details on the Governor's It's Your Money Tax Cut Budget for FY 2014-2015, visit www.FLItsYourMoney.com

WHAT OTHER TRANSPORTATION LEADERS ARE SAYING ABOUT THE GOVERNOR'S FY 2014-2015 TRANSPORTATION BUDGET

Floridians for Better Transportation President Matthew D. Ubben said, "As Florida becomes the 3rd most populous state later this year, our nearly 20 million citizens, as well as its more than 90 million annual visitors, are benefited by and deserving of Governor Scott's proposal. We will advocate the Florida Legislature to advance this multi-modal transportation proposal as a final budget is passed during the legislative session. Transportation infrastructure investment is critically important to Florida's economy as we pursue 21st Century mobility solutions."

Mike Murtha, President of the Florida Concrete & Products Association said, "Governor Scott is to be commended for his ability to wisely invest our precious tax dollars. Each and every budget shows that the Governor's plan for job creation wasn't just talk; it is his leadership that has gotten our industry, as well as all of Florida, back to work."

Florida Transportation Commission Chairman Ron Howse said, "Governor Scott's proposed budget, which fully funds the Department of Transportation's Work Program, is further proof of his commitment to keeping Florida's economy moving forward. His investments in the transportation system will ensure Florida is prepared to meet its transportation challenges as well as the opportunities that are coming with the widening of the Panama Canal."

Florida Metropolitan Planning Organization Advisory Council Executive Director Howard Glassman said, "Governor Scott's budget represents an important step in addressing the transportation needs in Florida's metropolitan areas."

(more)

Governor Rick Scott Announces \$194 million in State Funding to Expand Capacity at Tampa International Airport

On March 5, 2014, in News Releases, by Staff

Governor Rick Scott today announced state funding of \$194 million that will help create the Tampa Gateway Center at Tampa International Airport (TIA). The Gateway Center will expand the capacity of TIA by creating a 2.3 million square foot rental car center with a transit stop and constructing a 1.3 mile Automated People Mover (APM) which will connect the economy parking garage and rental car center to the terminal.

Governor Scott said, “This critical investment of \$194 million in TIA not only helps make it one of the world’s premier airports, but it also increases the passenger capacity and creates jobs for Florida’s families. We are investing a record \$8.8 billion in transportation improvements, which will enable Florida’s world-class transportation system to be a global hub for trade and commerce. Florida’s airports continue to expand because we are creating an environment where business can grow and create jobs and opportunities for future generations.”

Construction of the APM and Gateway Center will generate approximately 7,141 jobs. Once operational, 1,112 permanent jobs are projected (277 immediate and 835 shortly after completion of Phase 1).

The Governor’s investments and commitments for Tampa International Airport include,

- \$18.7 million for construction is in the FY 2014-2015 budget
- \$175.3 million for future construction will be included in the department’s requested Work Program

The current main terminal transfer level, curbsides and rental car facilities will reach capacity by 2017. Completion of the airport projects will extend the usable life of the main terminal complex by about 30 years.

House Speaker Will Weatherford (R-Wesley Chapel) said, “As Florida’s economy continues to improve, projects like the expansion of Tampa International Airport are critical to handle future growth. This project will mean more jobs, more tourists and more investment for the Tampa-area economy.”

Senator Tom Lee said, “Tampa International is one of Florida’s top airports. Thanks to Governor Scott’s investment the airport will be able to address the needs of today and ensure a successful future welcoming Florida’s visitors.”

Senator Bill Galvano said, “The Gateway Center and Automated People Mover projects will help relieve congestion, improve connectivity and create additional parking at the airport. I commend Governor Scott for his efforts to ensure Tampa International will be able to accommodate future tourism growth.”

Senator Jeff Brandes said, “Governor Scott’s investment to expand Tampa International Airport will help meet the growing demand of families and business owners who come to experience our great state. These improvements will create jobs and solidify Tampa’s position as a world class airport.”

Senator John Legg said, “The Governor’s announcement today will allow Tampa International to increase the number of passengers it serves and prepare for business growth at the airport. This investment will further boost the aviation industry in the Sunshine State.”

Representative Dana Young said, “The announcement by Governor Scott today is such wonderful news for our community. The improvements at TIA will create more jobs, bring more tourists, and allow more people to enjoy the Tampa Bay area.”

Representative Ed Hooper said, “With millions of travelers coming through TIA each year, this expansion project was definitely needed to keep up with the growing demand for air travel to and from the Tampa Bay region. We applaud Governor Scott for this major announcement today.”

Representative Jamie Grant said, “I’m proud of our city’s airport and am excited to see TIA’s continued growth. Governor Scott’s announcement will help the best airport in the world more efficiently service the increased traffic.”

Representative Ross Spano said, “The creation of the Tampa Gateway will make a lasting impression with TIA travelers while providing a quick and stress-free travel experience. The investment by Governor Scott is a critical piece for TIA and will serve many generations to come.”

Representative Jake Raburn said, “Governor Scott’s announcement regarding the TIA Gateway Center will help remove cars and buses from the curbsides and expand the main terminal. This is very exciting news for businesses, travelers, and the citizens in the Tampa Bay area.”

Secretary Prasad said, “Aviation plays an important role in the vitality of Florida’s economy and the strength of our tourism industry. Governor Scott’s investment is a game changer for Tampa International Airport and will ensure that the airport can continue to meet the needs travelers and businesses at the airport.”

Tampa International Airport Chief Executive Officer Joe Lopano said, “We truly appreciate this support from Governor Scott and the Florida Department of Transportation. This is teamwork at its best. Tampa International, Gov. Scott and FDOT are creating thousands of jobs and investing in the future of tourism for the West Coast of Florida and the entire state.”

Florida Airports Council Executive Director Bill Johnson said, “Once again, Governor Scott and Secretary Prasad demonstrate they understand how to stimulate Florida’s economy through its transportation infrastructure. The Governor is providing the vision and leadership needed to not only keep Florida’s airports competitive in this global economy but to also provide thousands of short and long-term jobs for the state.”

Florida Ports Council President and CEO Doug Wheeler said, “Florida’s seaports are encouraged by the continued investment by the Florida Department of Transportation in freight and passenger transportation projects that will help Florida move people and goods more efficiently. In order for Florida to become a true international trade hub, we must continue to provide state of the art facilities to attract and capture future opportunities.”

In addition to the state funding, Tampa International Airport will invest \$749 million in the Tampa Gateway Center to build the Consolidated Rental Car Facility and Automated People Mover as well as taxiway reconstruction, terminal expansion and parking/concession redevelopment.

Construction is expected to begin this year and be completed by 2017.

11/06/2013 Florida Crossroads – Florida's Seaports: Gateway to the Globe

With the expansion of the Panama Canal, new attention is being placed on Florida's seaports. The fifteen ports that make up the state's seaport system have been an important economic engine for Florida throughout its history. Gary Williams visits some of the state's most active ports and discovers how they prepare to take advantage of new opportunities.... in Florida's Seaports: Gateway to the Globe.



Today's Schedule

02

Wednesday
April 2014

TV 24/7

LIVE STREAMS

10:30 am **WATCH NOW >**
House in Session

05:30 pm Capitol Update

06:00 pm Florida Face to Face
– Marshall Criser,
Chancellor of the
State University
System

06:30 pm Capitol Update

07:00 pm Florida Crossroads –
Florida Citrus, Florida
Gold

Events on the LIVE STREAMS schedule will begin streaming 10 minutes prior to their scheduled start times. Audio will be available when the events officially convene.

Capitol Update

A full half-hour review of developments in state government, including Florida's legislative, judicial and executive branches

[VIEW PROGRAM ARCHIVES](#)

Florida Face to Face

Host Beth Switzer interviews state leaders and policymakers about issues that affect Floridians.

[VIEW PROGRAM ARCHIVES](#)

Ports Seek Hedge Against Congress Gridlock in Water Bill

By Derek Wallbank - Mar 3, 2014

Congress has run aground and Port Everglades doesn't want to.

Officials at the Southeast [Florida](#) seaport have a simple request: They want to deepen and widen a harbor already home to some of the world's biggest cruise ships to handle massive new Mediterranean Shipping Co. freighters and other vessels making passage through a widened [Panama](#) Canal in order to compete with harbors from Houston to [New York](#) in an age of megaships.

The challenge is they require approval from a Congress that hasn't passed a water bill in seven years. Tired of waiting and worried those bigger ships will bypass it for deeper waters, Port Everglades is willing to risk up to \$181 million of its own money to front harbor-deepening costs the U.S. government would otherwise cover.

"This is hedging, and you know, it keeps the project moving after sitting where it's sat for so long," said Steve Cernak, chief executive and port director for Port Everglades.

Cernak is one of many U.S. port officials who successfully lobbied the [House of Representatives](#) to approve a provision that would offer an end-run around future congressional stalling. The measure would allow water projects approved by the U.S. Army Corps of Engineers, though not yet authorized by Congress, to start construction using the ports' own money and get repaid later if Congress agrees.

Nightmare Scenario

Port Everglades is "kind of the most egregious example, but there certainly are other ports that are waiting," said Jennifer Krell Davis, Florida Ports Council spokeswoman.

Its nightmare scenario sits in Beaumont, [Texas](#), where the Corps signed off on a plan to deepen the Sabine Neches Waterway shortly after the last federal water bill authorized projects, in 2007. The Texas-Louisiana Gulf of Mexico coast project has waited so long that natural gas terminals initially planned to help the U.S. import gas now are being built to export it.

The Port Everglades [dredging plan](#) is projected to cost about \$313 million, \$181 million of which the

federal government is supposed to cover. If Port Everglades has to front that money while Congress is mired in water-bill debates, Cernak says, “It’s not the perfect solution but it’s something we can live with.” He adds: “Waiting another seven years for another law to come down isn’t really a model of efficiency.”

Port Everglades, a quick taxicab ride from Fort Lauderdale-Hollywood International Airport, is among the largest U.S. entry points for such items as fruit and oil. Cernak likes to say that the underwear you’re wearing probably at some point was unloaded from a freighter in the harbor.

Post-Panamax

In the almost 90 years since the Panama Canal first connected the [Pacific Ocean](#) with the Atlantic, the shipping industry in the Americas has taken on the dimensions of the channel that historian David McCullough chronicled as “The Path Between the Seas.” [AP Moeller-Maersk \(MAERSKB\)](#) and MSC ships built to squeeze through it became known as “Panamax” vessels.

As Panama nears completion of a major canal widening, shipping companies are running a new class of post-Panamax vessels. Port Everglades saw its first in 2006.

Post-Panamax freighters can’t arrive fully loaded because they’ll scrape the bottom of the port’s 42-foot-deep entrance channel through the “Gold Coast’s” white sand beaches.

Panama has pressured lawmakers to find a solution for ports like Port Everglades, Northeast Florida’s Jacksonville port and others whose Corps reviews won’t be finished before a new water infrastructure bill is completed later this year.

From 1986 to 2000, a water-resources bill was enacted about every 2.3 years. That’s no longer true: The last water infrastructure bill was passed in 2007.

‘Left Behind’

“Any port that does not have the ability to dredge to 48 or 50 feet is going to be left behind,” said Representative [Debbie Wasserman Schultz](#), a Florida Democrat whose district includes part of Port Everglades.

Under current law, federal funds can be issued for dredging, flood control, environmental restoration and other projects only if Congress specifically authorizes it -- and then, in a separate bill, votes to spend the money on it.

The House and Senate passed different water bills in 2013. They’re trying to reconcile them into one measure, H.R. 3080, that could be enacted as soon as March. The provision offering relief for Port

Everglades is in the House's plan, not the Senate's.

House Transportation Chairman Bill Shuster, a Pennsylvania Republican, spent much of last year insisting that automatic approval of Corps-backed projects -- a plan the Senate included in its bill to steer around a congressional ban against special local projects known as "earmarks" -- is wrong. It offered President [Barack Obama](#) too much power, Shuster said.

Workaround Plan

Port officials and sympathetic lawmakers devised their plan as a workaround. It would allow them to be reimbursed for work once the Corps has completed its review -- currently, they can use their own money without ability to recoup costs. The House approved it on a voice vote, and passed the bill 417-3.

"It can save several years," said [Jim Walker](#), director of navigation policy and legislation for the [American Association](#) of Port Authorities.

At Port Everglades, mariners navigate around the limitations of a major harbor in need of modernization.

Assistant Harbor-master Shawn McCann, stationed at an observatory tower midport, wears Miami Marlins gear as he coaches ship captains past the port's "knuckle."

The knuckle is a kink in the Intracoastal Waterway, 161 yards at its narrowest point, between docks on the west and protected mangroves on the east which, along with a state park and beaches, form a barrier between the port and ocean.

Cruise Ships

From his high perch, McCann once was able to see past the mangroves and beaches, where ships waited two miles offshore for clearance to enter the port's entry channel. Now [Royal Caribbean Cruises Ltd. \(RCL\)](#)'s gleaming white Liberty of the Seas, only the third-largest cruise ship based here, blocks his view.

Liberty of the Seas is as wide as a post-Panamax freighter, 185 feet at its beam, with a rock-climbing wall, mini-golf course and surfing simulator on its top decks. The ship that docks here weekly is so big that only the most experienced harbor pilots can move freighters past it.

When a Panamax-class ship is passing, "it gets so tight that the tugs worry about being pinched," McCann said, adding that larger ships are stuck waiting until Liberty leaves. "Pilot rules are two post-Panamaxes can't pass."

Under its expansion plan, Port Everglades would straighten out part of the knuckle, allowing two large [container ships](#) to pass and opening at least one more berth to cruise ships that don't use it because operators don't want to get stuck there.

Miami's Example

Ports are looking toward the Port of Miami as an example, Walker says. After receiving authorization in the 2007 water bill, Miami used state and local funds to [begin dredging](#) to 50-foot depths, bypassing the congressional appropriations process.

"We just couldn't afford to wait," said Paula Musto, spokeswoman for the port.

Allowing Port Everglades to advance work without waiting for congressional approval has two benefits, advocates say.

The first is "the federal government's not going to be an impediment, not going to put the brakes on federal projects down in Florida," said Doug Callaway, federal affairs director for the state. "The second is to get an expectation that we're going to get reimbursed for the projects that we're doing."

Ports have provided a rare place for bipartisanship for a Congress on pace to pass fewer bills than in any year since World War II. Increased dredging has been championed by Tea Party Republicans who say infrastructure spending is one of the few interstate-commerce actions the Constitution permits.

Obama's Push

Obama has touted dredging in his [State of the Union](#) address as well as during a tour of ports including Miami's and Jacksonville's. The Jacksonville Port Authority wants to deepen its channel along the St. Johns River to at least 47 feet from 40 to take fully loaded post-Panamax ships.

"In a couple of years, new super tankers are going to start coming through the Panama Canal," Obama said in July 2013, during a tour of the Port of Jacksonville. "We want those super tankers coming here to Jacksonville."

Like Port Everglades, Jacksonville's [Army Corps](#) review probably won't be finished until after a water bill is enacted. Without some catch-up provision, it'll have to wait, too.

"Why should the federal government be an impediment to the states and local partners working on their own?" said Callaway, Florida's chief lobbyist. "We know Jaxport and Port Everglades are going to be authorized. It's not a matter of if, it's simply a matter of when."

“Why should the federal government stop progress on Jaxport and Port Everglades,” he said, “simply because their reports got done a couple of months after” a bill passed.

Shuster says he wants to return to two-year authorizations, starting by passing the bill under consideration and then another by 2016.

Cernak says he can't wait any more.

“Those ships come into port now, albeit they come in light-loaded,” Cernak said. “We need to accommodate that.”

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To contact the editor responsible for this story: Jodi Schneider at jschneider50@bloomberg.net

TAB 5
MARKETING UPDATE



FLORIDA PORTS DELIVER MORE THAN JUST CARGO TO MARKETS AROUND THE WORLD.

Florida ports bring high-paying jobs and significant economic benefits to their local communities and the state. With the state's elected leaders investing in seaport infrastructure, Florida ports are ready to boost the state's economy and lower consumer costs, while efficiently and seamlessly moving products around the globe.

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 PortMiami • Port of Palm Beach • Port Panama City • Port of Pensacola • Port of Port St. Joe • Port of St. Petersburg • Port Tampa Bay

FLORIDA
PORTS
COUNCIL

F L O R I D A



P O R T S

C O U N C I L



Port of Fernandina Director Val Schwed
Elected Chairman of the Florida Ports Council

2012/2013 - 2016/2017 Five Year Seaport
Mission Plan

Florida Ports Featured in Journal of
Commerce

TEAM FLORIDA Trade Mission to Dominican
Republic

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TAB 6
PARTNER UPDATES

CAGTC

(Coalition for America's Gateways and Trade Corridors)



The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

www.tradecorridors.org

This Issue

CAGTC Perspective

The President's Budget

- Page 3 -

•

New Member Spotlight:

MTC

- Page 4 & 5 -

•

CAGTC Analysis of
Stakeholder PFN
Comments

- Page 6 -

•

Sec. Foxx Visits ACE

- Page 8 -

•

AASHTO's New Trust Fund
Crisis Tool

- Page 11 -

Volume Eight - No. 3

March 2014

Coalition Highlight

NAFTANEXT: Energizing Sustainable Trade Corridors Across North America

April 22-25, 2014 | Palmer House | Chicago, Illinois

On February 19, leaders from the United States, Mexico and Canada gathered in Toluca, Mexico to mark the 20th anniversary of the North American Free Trade Agreement (NAFTA) and discuss the future of North American commerce and cooperation. President Obama, President Peña Nieto and Prime Minister Harper shared their vision for a prosperous and secure future for the citizens of all three countries and their commitment to enhance North American competitiveness in the global economy. Coming on the heels of this landmark meeting, the NAFTANEXT Summit at the Palmer House Hilton in Chicago this April 22-25 will complement the North American Leaders Summit by providing a private industry-led forum for considering a North American goods movement initiative and how future trade agreements, such as TPP, can add to the progress made in the tri-lateral discussions.

At the North American Leaders Summit, a focused list of "key deliverables" designed to build on the successes of the NAFTA agreement was developed. Among these commitments was a pledge to create a "North American Transportation Plan, starting with freight planning." The NAFTANEXT summit will inform the NAFTA transportation planning process while highlighting the need for infrastructure investment from the perspective of industry stakeholders. These discussions will seek to build consensus on how best to further integrate the NAFTA economies and facilitate the efficient movement of goods throughout the continent. Leading off in these conversations will be Honorary Summit Chairman Rodney Slater, former U.S. Secretary of Transportation and steward of the U.S. Department of Transportation during the early implementation of NAFTA.

(Continued on page 2)

Published by:

CAGTC

Coalition for America's
Gateways & Trade Corridors

20th Street NW
Suite 500 North
Washington, DC 20036

www.tradecorridors.org - 1

The exploration of North America's vast energy reserves has spurred a resurgence in energy development throughout the continent. NAFTA NEXT will discuss the effect of this energy revolution on the NAFTA supply chains and the need to examine our related transportation systems and reaffirm commitments to the promotion of sustainable practices. Achieving greater fuel efficiency, while meeting the demands of commerce, has long been a goal for transport services providers. But the new energy landscape is having other effects: The increased availability of low-cost source chemicals, massive by-products of the refining process, is offering incentive for manufacturers to shorten their supply chains, which will place new demands on the need for rail and trucking to move more products domestically and on our ports for shipping exports abroad. Representatives from industry and the three NAFTA governments will share their experience and strategies in adapting to these changing realities.

NAFTA NEXT will build on the successes of NAFTA to craft a vision for trade and competitiveness in the 21st century. Ideas taken from the summit will drive industry and policy leaders to collaborate on the modernization of trade to meet the evolving demands of commerce, energy and freight mobility.

CONFIRMED SUMMIT SPEAKERS

HON. RODNEY SLATER, FORMER U.S. SECRETARY OF TRANSPORTATION		DR. JOSÉ ZOZAYA, KCS DE MEXICO
JOSEPH PARILLA, THE BROOKINGS INSTITUTE	HASAN IKHRATA, SCAG DR. IRASEMA CORONADO, COMMISSION FOR ENVIRONMENTAL COOPERATION	JAMES KVEDARAS, CN MATT ROSE, BNSF ELLIOT SWISS, GM
HON. GARY DOER, CANADIAN AMBASSADOR TO THE U.S.		
BILL JOHNSON, PORTMIAMI	RANDY BLANKENHORN, CMAP	DONALD JAMES, VULCAN MATERIALS
GENE SEROKA, APL AMERICAS	AL ZAPANTA, U.S. - MEXICO CHAMBER OF COMMERCE	
DR. STEPHEN BLANK, NORTH AMERICAN COMPETITIVENESS RESEARCH COUNCIL	PAUL FISHER, CENTERPOINT PROPERTIES	FEDERICO DOMINGUEZ, MEXICAN SECRETARIAT OF COMMUNICATIONS AND TRANSPORT
ALLEN SCHAEFFER, DIESEL TECHNOLOGY FORUM	GARY GALLEGOS, SANDAG	
HON. TOM DAVIS, FORMER CONGRESSMAN, DELOITTE		
HON. STÉPHANE DION, MEMBER OF CANADIAN HOUSE OF COMMONS, FORMER CANADIAN MINISTER OF THE ENVIRONMENT		

As the convening organization for the NAFTA NEXT Summit, **CAGTC members are eligible to register at a reduced rate of \$375**. To access this discount of \$250 off the general admission price of \$625, visit the registration page and apply the code "**CAGTC**" at checkout. All registered attendees also receive the special room rate of \$171/ night **IF YOU REGISTER BEFORE FRIDAY, APRIL 4**. Please note the CAGTC members-only meeting takes place April 22 and is free of charge.

Register Now http://208.84.117.245/mm5/merchant.mvc?Screen=CTGY&Store_Code=NPCS&Category_Code=7000NAFTANEXT

Reserve Your Room Now https://resweb.passkey.com/Resweb.do?mode=welcome_ei_new&eventID=10707617

Exhibit Now <http://www.naftanext.com/exhibit/>



CAGTC Perspective

Yes We Can... Fund Multimodal Freight

President Obama Releases a Four-Year Surface Transportation Budget

The White House has heard the CAGTC drumbeat. On January 28th, President Obama proclaimed during the State of the Union “first-class jobs gravitate to first-class infrastructure.” On February 19th, at the North American Leaders’ Summit, he met with Canadian Prime Minister Harper and Mexican President Nieto and the three agreed to create a North American Transportation Plan, beginning with freight planning. On February 26th he traveled to St. Paul, Minnesota, where he announced his “Vision for 21st Century Transportation Infrastructure.” This precursor to the annual budget increased funding levels for the 6th round of TIGER competitive grants and, for the first time, included a new \$10 billion multimodal freight grant program. Then, on March 5th, the President unveiled his FY 2015 Budget Request, which outlined a surface transportation authorization proposal with a detailed set of ideas on how to pay for his wish list — in it, freight was on center-stage.



Leslie Blakey

President Obama’s four-year, \$302 billion dollar FY 2015 surface transportation budget proposes a series of programs designed to modernize our nation’s surface transportation infrastructure. It calls for a \$63 billion cash infusion into the Highway Trust Fund, paid for by corporate tax reform. Additionally, it offers \$600 million in funding for the 6th round of TIGER competitive grants, an increase of \$100 million over last year, codifying the TIGER program.

Further, the President’s Budget includes a first-time multimodal freight grant program, aimed at “address[ing] the greatest needs for the efficient movement of goods across the country and abroad.” Eligible applicants include rail, highway, and port projects. The President’s budget incentivizes regional planning, provides funding for multimodal, multi-jurisdictional and corridor-based projects, and supports the development of statewide freight plans with regional planning participation. CAGTC has long advocated for a freight-specific grant program that awards funding through the use of merit-based criteria. The President’s inclusion of this in his budget is an exciting development for projects that traditionally have difficulty finding funding through traditional distribution methods.

The chorus of calls to fund freight is now coming from all directions. In Congress, both the House and the Senate have indicated their support for megaproject funding. Despite lacking the necessary funds in 2012, the Senate Environment & Public Works Committee insisted the Projects of National and Regional Significance program remain in MAP-21, perhaps indicating their future intent to utilize the program to fund freight projects. Meanwhile, across the Hill, the Transportation and Infrastructure Committee’s Special Panel on 21st Century Freight Transportation has recommended that MAP-21 reauthorization provide funding for the sustained continuation of a freight-focused PNRS competitive grant program.

Since all branches of government are in agreement on the necessity of funding a multimodal freight program, you’d think the next step would be obvious: legislate it. But the ever-present dialogue void in Washington ensures nothing’s that easy. Over the next few months, CAGTC will be ferrying the message throughout the halls of Congress and down the well-worn path to the White House. The agreement among the branches has validated our message. Now it’s our job to bring the consensus across the finish line.

Leslie Blakey, Executive Director



New Member Spotlight



METROPOLITAN
TRANSPORTATION
COMMISSION

Metropolitan Transportation Commission

Planning, Financing and Coordinating Transportation for the nine-county San Francisco Bay Area

San Francisco Bay Area seaports and airports are major international trade gateways for California and the United States. As the Bay Area's designated metropolitan planning organization, MTC oversees the region's long-range transportation plan—a blueprint for the development and upkeep of the region's ground transportation system.

MTC partners at the local, regional, state, and federal levels on work that ranges from planning, to financing, to studying goods movement, and advocating for policy improvements.

Here are the highlights of what's happening at MTC:

National Freight Program Advocacy Principles

Roadways, railways, waterways, inland ports, sea ports, and airports are equally critical components of an integrated freight network. MTC is partnering with MPOs nationwide to ensure that the country's next surface transportation act includes a strong national freight program—one that defines our primary freight networks as truly multimodal systems.

In January 2014, MTC adopted its National Freight Program Advocacy Principles, outlining its vision for a National Freight Trust Fund backed by new, dedicated revenue streams. This program would support projects that enhance terminal access, expand the capacity of existing networks, upgrade equipment to reduce pollution, and mitigate negative impacts on surrounding communities.

MTC advocates distributing the cost of these improvements across all freight modes by integrating a range of revenue options. Specific options that MTC recommends for consideration include a freight waybill tax, an increase in existing user fees in response to inflation and a mileage-based user fee, among others.

Regional Goods Movement Study

Goods movement businesses create over 10 percent of jobs in the Bay Area, which is home to America's fifth-busiest maritime port, the Port of Oakland. MTC's Regional Goods Movement Study explores how transportation policies impact this important economic sector. These studies support MTC's policy goals of identifying surface transportation improvements to support the freight industry, and addressing capacity issues. Currently, MTC is working on the third iteration of its Regional Goods Movement Study, last updated in 2009. The new report, created in partnership with Caltrans and county agencies, will inform development of the California Freight Mobility Plan and implementation of MAP-21.



Cargo Ships Enter the San Francisco Bay

(Continued on Page 5)

(Continued from Page 4)

To compliment this work, MTC also produced the Goods Movement/Land Use Study in 2008, and plans to conduct additional studies of specific freight network components, including I-80, I-580 and I-880 corridors, and freight rail lines.

Oakland Truckers 511

MTC's award-winning 511 is known for providing Bay Area drivers with mobile access to live traffic information. Now, MTC has created a free OT-511 service just truckers, who receive alerts on regional freeway conditions, along with real-time updates on Port of Oakland terminal openings and delays, via standard cellphone text. OT-511 saves time, reduces idling emissions, and keeps trade flowing smoothly by enabling truckers to avoid traffic and delays

Regional Airport Planning Process

MTC's most recent forecasts indicate that Bay Area airports will see a 92% increase in air cargo from 2007 and 2035. To assess the best approaches for accommodating this growth, MTC works with partner agencies, the FAA, and the Bay Area's three international airports (OAK, SFO, SJC) to prepare the Regional Airport Study. MTC then uses this plan guides decisions about surface transportation investments, with an eye towards enhancing intermodal connectivity around airports.

BATA

MTC not only serves as the Bay Area's MPO, but also performs the functions of the state-mandated Bay Area Toll Authority (BATA), which is responsible for administering toll revenues from the Bay Area's seven state-owned toll bridges. Functioning as BATA, MTC also oversaw the recently-completed toll bridge seismic retrofit program together with Caltrans and the California Transportation Commission.

SAFE

MTC also acts as the regional Service Authority for Freeways and Expressways (SAFE), which enhances the reliability of Bay Area freeways by rapidly addressing issues of congestion and public safety. In conjunction with the State Department of Transportation (Caltrans) and the California Highway Patrol, MTC SAFE implements motorist aid programs that include free roadside assistance, a network of freeway surveillance cameras, and corridor studies examining how freeway performance can be improved by addressing freight issues, closing gaps in key infrastructure, and developing express lane networks.



The Port of San Francisco

Source: Metropolitan Transportation Commission

Stakeholder Consensus: Improvements to the Primary Freight Network Necessary

CAGTC Fact Sheet Shows Broad Agreement on Need to Include Intermodal Connectors & Eliminate Congressionally-Mandated Mileage Cap

This month the Coalition for America's Gateways and Trade Corridors (CAGTC) released a fact sheet summarizing public comments on the Federal Highway Administration's (FHWA) draft designation of the Primary Freight Network (PFN). Of the 300 original comments submitted to the FHWA, 132 requested route modifications and 168 made policy requests.

The PFN was called for in Moving Ahead for Progress in the 21st Century (MAP-21) and a draft map was published on November 19, 2013 by the FHWA. The FHWA solicited comments from stakeholders on 1) specific route modifications; 2) the methodology for a 27,000 centerline mile designation; 3) how the National Freight Network (NFN) relates to a multimodal national freight system; 4) how the national freight network and components could be used in the future; and 5) suggestions for an urban-area route designation. Comments were due February 15, 2014.

Comments represented opinions from a wide swath of geographically and organizationally diverse stakeholders. Of the policy request comments, 137 included requests that freight intermodal connectors be included on the PFN and 108 stated in certain terms that a 27,000-mile cap was too low to reflect a true network. 92 comments suggested that the PFN be overlaid with rail lines, ports, navigable waters, land gateways, and airports to reflect the multimodal nature of freight movement.

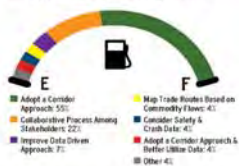
View the CAGTC fact sheet here: http://tradecorridors.org/images/CoalitionMaterials/CAGTC_PFN_FactSheet.pdf

IMPROVING THE PRIMARY FREIGHT NETWORK

Of the **300** original comments* on the Primary Freight Network:
132 Requested Route Modifications / **168** Made Policy Requests



Methodology For Achieving a 27,000-Mile Final Designation



Suggestions for an Urban-Area Route Designation Process



CAGTC
Coalition for America's
Gasoline & Taxes Coalition

The analysis, conducted by the Coalition for America's Gateways and Trade Centers, is based on a qualitative and quantitative review of all PFI comments. The table below comments uploaded to the electronic docket as of March 10, 2014.

*All comments were duplicates, blank comments or comments requesting process changes.

How the NFN and Its Components Could Be Used By Freight Stakeholders



About the Primary Freight Network

Moving Ahead for Progress in the 21st Century (MAP-21) Act called for the establishment of a highway credit

GAQC compounds are submitted
daily and are available at
www.fishbase.org

1. **Include Intermodal Connectors:** I-75 and I-95 are the nation's busiest highways. Intermodal connectors enhance freight efficiency and links from the I-95 and I-75. They ensure the "hinged" and "jointed" use of our major highways.
2. **Adopt a Corridor Approach and Remove the 27,000-mile cap:** Remove the methodology for PFI designation by removing mileage cap and designing higher priority freight corridors, considering multimodal freight, and intermodal connections.
3. **Make the PFI a Multimodal Network:** Overlay the PFIs with nationally significant seaports, freight rail lines and facilities, ports, navigable waterways and gateways, freight intermodal connections, and airports.

4. Designate Funding to Support Critical Improvements to the PFH and MFM: An advance PFH requires dedicated funding of both the planning and work for modernizing existing implementation activities. The PFH and MFM Designated funds are the PFH Designated funds that may be lawfully accepted by stakeholders and other interested organizations, the MFM and PFH may be primarily be used to fund a wide variety of projects, such as a watershed grant program and the PFH Designated Program and Regional Significance Program.

5. Establish an Urban Area Route Designation Process that Includes Local Stakeholders: Power to the critical route designations (watershed, forest, State DNR, and other) with LAND COORDINATOR (local stakeholders) to designate critical urban/watershed routes. Regional and local stakeholders are also positioned to assess and prioritize

CAGTC
Coalition for America's
Gateway & Trade Corridor

The Coalition for Affordable Gasways and Trade Corridors (CAGTC) is a coalition of more than 50 public and private organizations dedicated to increasing foreign investment in American interstate freight infrastructure. (In contrast to trade or freight, CAGTC's mission is to promote a seamless goods movement transportation system across all modes of transport, safety and economic growth. For more information on the Coalition for Affordable Gasways and Trade Corridors, please visit www.cagtc.org/affordable.)

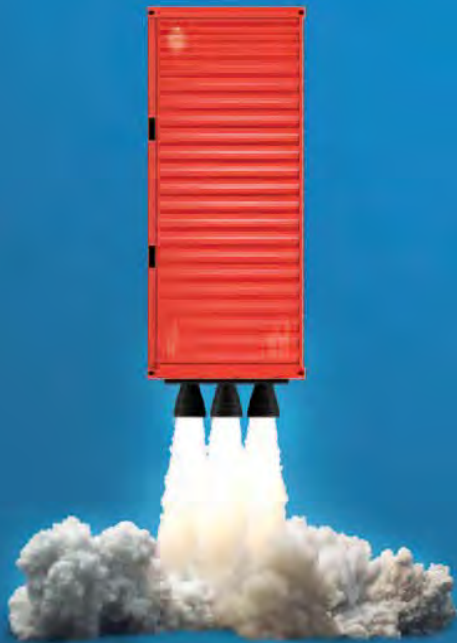
DOT Develops New Highway Trust Fund Estimator

Speaking at the Transportation Research Board's Annual Meeting in January, Transportation Secretary Anthony Foxx announced a new tool designed to track exactly how much money remains in the Highway Trust Fund (HTF). The tool, called the Trust Fund Ticker, is a monthly update on the Department's website calculating exactly how much money the HTF has left. The dollar amounts will be updated until either the fund can sustain itself or runs out.

March's ticker post estimated that the Highway Account of the HTF will encounter a shortfall as soon as late July. Earlier estimates placed the date of the shortfall around the second or third week of August. While this information has always been made available to Congress, the creation of the Trust Fund Ticker marks the first time that this information is available to the public, emphasizing the Department's commitment to transparency and its attempts to sustain the fund.

The Highway Account began FY14 with approximately \$1.6 billion in cash. It received an additional infusion of \$9.7 billion from the General Fund shortly after the start of the fiscal year. Because incoming receipts continue to come in at a slower pace than the surface transportation program outlays, the cash balance in the account has dropped nearly \$3.3 billion since the General Fund transfer. The Highway Account's cash balance was \$8.6 billion as of the last week of February.

View the ticker at <http://www.dot.gov/highway-trust-fund-ticker>.



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Secretary Foxx Visits ACE Nogales Street Grade Separation Project in City of Industry, CA

On March 21, members of the Alameda Corridor-East (ACE) Construction Authority Board of Directors, alongside Rep. Grace F. Napolitano (CA-32) and Rep. Ed Royce (CA-32) welcomed U.S. Transportation Secretary Anthony Foxx to the City of Industry to survey the Nogales Street highway-rail grade separation project under construction north of State Route 60.

With more than 45,000 vehicles interrupted by nearly 50 trains per day, the Nogales Street crossing is among the most hazardous in California and in the nation. The Alameda Corridor-East Construction Authority will close this crossing for 24 months to construct a project separating the road from the railroad. When complete, the project will eliminate crossing collisions, traffic congestion, train horn noise and emissions from idling vehicles.

“This project could not have been built without \$30.8 million in Federal funds previously allocated. Funding in previous Federal transportation bills was critical to the ACE grade separation projects,” said ACE Board Chairwoman Norma Micias. “Funding important freight projects like this is very challenging, and the ACE Construction Authority is highly encouraged by President Obama’s proposed four-year, \$10 billion Multimodal Freight Investment Program. We urge Congress to fully consider this proposed program when legislation is released next month.”

“Secretary Foxx understands that 45 percent of our nation’s goods travel through Southern California,” Representative Napolitano said. “We thank him for coming to see the progress of these critical transportation projects and look forward to working with him to ensure the safe travel of goods and people in our region.”



Sec. Foxx and the ACE Team

Source: Office of Rep. Grace F. Napolitano / Alameda Corridor-East Construction Authority



Florida East Coast Railway Enhances Port Connectivity

Florida East Coast Railway, operator of the 351-mile freight rail system running along Florida's Atlantic Coast between Jacksonville and South Florida, is poised to efficiently handle increased volumes as Panama Canal expansion moves toward completion. In an exclusive interview with the American Journal of Transportation, James R. Hertwig, president and chief executive officer of Jacksonville-based FEC, said the Class II railway looks to capitalize upon such developments as the recent restoration of on-dock rail at PortMiami, a soon-to-open intermodal container transfer facility at Port Everglades and an expanding South Florida Logistics Center.

"As far as a railroad, we're, I think, positioned extremely well in South Florida as these ports expand," Hertwig said. "If you think about it, historically, these ports have really been heavy in the Latin American trade, which is balanced somewhat. But, in the future, I think these ports will be winning the Asia cargo."

Hertwig said that, with the opening of the expanded Panama Canal, he anticipates a shift of cargo to South Florida ports from Savannah and Charleston. "With our rail service, we can service Charlotte in two days, Atlanta in two days, so, in essence, we can have the cargo at destination by the time the ships arrive at Savannah or Charleston," he said, noting that this is accomplished via interchange with CSX or Norfolk Southern railways at Jacksonville. "We've done some test moves with retailers, and we've actually demonstrated that the cargo has been at destination by the time the ships arrived in Savannah or Charleston," Hertwig continued.

"The good news," he said, "is that I think what you'll see is the South Florida ports capturing not only all the Florida traffic – it makes all the sense in the world to put it in there – but I think you'll see them capture the Southeast traffic."

At PortMiami, FEC has restored on-dock rail, having begun pulling trains off the port in mid-October. In March, FEC is slated to complete expansion of loading track to double present capability, and, by yearend, three loading tracks, each 3,000 feet long, are to be fully operational.

At Broward County's Port Everglades, a July 14 grand opening is planned for a 43-acre ICTF being developed on port property under a public-private partnership. The \$73 million project is being funded via an \$18 million state grant, with a \$20 million contribution from Broward County in the form of land, and FEC footing \$35 million – of which \$30 million is by way of a low-interest state infrastructure bank loan.

The Andrews Avenue facility, with a pair of 1,250-foot working tracks, presents challenges in building trains as long as 9,000 feet long, often meaning that roadway traffic is blocked on State Road 84. With the ICTF, trains will be built directly at the port, which, combined with a separate highway overpass project, will alleviate roadway blockage concerns.

Source: Florida East Coast Railway (AJOT Original Article by Paul Scott Abbott)



Mayor Emanuel Calls for Cracking Down on Unsafe Transportation of Hazardous Materials

Highlights Five Common-Sense Measures to Reduce the Risk of Rail Accidents and Calls for a National Hazardous Materials Freight Fee

Mayor Rahm Emanuel today spoke at the winter meeting of the United States Conference of Mayors (USCM) where he called for improved oversight of companies transporting hazardous materials and crude oil by rail through America's cities. Railways are used to transport these dangerous substances right through the heart of American cities and Mayor Emanuel called on other mayors to target this emerging threat with federal partners to reduce the risk of accidents while protecting residents and property. Revenue from the fee would be dedicated to improving America's aging rail infrastructure.

"Freight train accidents across the United States should be more than a wake-up call," said Mayor Emanuel. "Railroads are the backbone of our country, providing an economic lifeline to Chicago and communities across the nation. These incidents must move us to take action so we can strengthen safety standards and employ new technology to prevent future harm."

Mayor Emanuel highlighted five common-sense measures that would make communities safer by reducing the risk of the next catastrophe.

- Call on the federal government to impose a hazardous materials freight fee on companies who extract crude oil and the industrial consumers of it. This effort will make transportation safer and comply with regulations. The fees will be an account to support rebuilding of America's aging rail infrastructure to keep our communities safe.
- Support the Department of Transportation in the building of safer cars.
- Build safer railroads using better technology, which could serve as a life-saving backstop when human error occurs. This should be deployed around the nation, especially on tracks where hazardous material is hauled.
- Mandate those who transport hazardous materials on railways to carry the necessary insurance to compensate for the loss of life and property after an accident.
- Better understand what railways are transporting and the risks they pose.

Rail infrastructure improvements are essential to avoid the risk of transporting hazardous materials. The Department of Transportation is currently considering new rules to improve construction standards to make safer railcars. While no single rule or regulation can eliminate rail accidents, these common-sense steps will reduce the possible danger. Building a 21st century infrastructure, using 21st century technology will create jobs and boost economic opportunity while protecting communities.

"As mayors, there is no greater responsibility than ensuring the safety of our residents, especially our children and I encourage everyone to share other ideas to protect our quality of life," said Mayor Emanuel.

Source: City of Chicago

Member News



Steven J. Vaughn joins HELP Inc. as National Director of Field Operations

HELP Inc., the not-for-profit public/private partnership that provides PrePass® and other truck safety services throughout North America, recently appointed Steven J. Vaughn as national director of field operations.

Within this newly created position, Vaughn will oversee HELP's liaison to federal and state agencies and assist the organization's leadership in establishing and implementing policies related to truck safety and infrastructure issues. He will also be responsible for managing HELP field personnel and staffing the Safety Committee and Freight Corridor Task Force.

"Steve's extensive experience in commercial vehicle safety, knowledge of technology and understanding of the challenges state agencies face make him an extremely valuable addition to our staff," said Karen Rasmussen, president and CEO of HELP.



Steven Vaughn

Vaughn has nearly 29 years of experience in law enforcement, serving in the ranks of officer through chief in the California Highway Patrol.

Source: Help Inc

Industry News



AASHTO Announces New Information Tool Designed to Educate about Trust Fund Crisis

The American Association of State Highway and Transportation Officials this week unveiled a new informational tool designed to educate the public and elected officials about the potential impact of an insolvent Highway Trust Fund.

The "Nation at a Crossroads" is a web-based infographic, mobile app and printed brochure that provides a national perspective on surface transportation investments. It also provides state-level information to help tell the story of how federal funding affects transportation investment priorities.

"Surface transportation is a national issue, but it also is a very local issue that affects Americans on a personal level," said Bud Wright, AASHTO executive director. "This information tool describes the national implications of not supporting the Highway Trust Fund, as well as how transportation will be impacted on a state and local level."

The web-based version of the infographic is available at <http://invest.transportation.org>, and the mobile app version for both iOS and Android is available for download at <http://invest.transportation.org/app>.

Source: aashtojournal.org

Research News

The Future of Transportation Infrastructure Investments Determining Best Practices for States' Funding and Financing Mechanisms

The Thomas Jefferson Program in Public Policy

February 10, 2014

A healthy transportation infrastructure provides significant benefits and spillover effects to public safety as well as economic growth and productivity, including prices. The vast majority of voters recognize that transportation infrastructure is very important. Unfortunately, the quality of U.S. roadway infrastructure has decreased drastically in recent years, falling from #5 in 2002 to #24 in 2011 in worldwide rankings for infrastructure quality. This infrastructure deterioration reflects the inadequacy of transportation funding investments. Although federal transportation funding, particularly the Highway Trust Fund, has increased since the 1950s, its real value has declined significantly in recent years. Federal funds account for a significant portion of transportation investment, with states responsible for almost half of transportation infrastructure revenues. In an era of tight federal budgets and growing debt, states will likely have to shoulder more of the burden. Therefore, states should implement innovative, sustainable, and flexible funding and financing mechanisms to facilitate transportation infrastructure investment.

http://www.aednet.org/am/newsletter/2014/PDFs/WMReport_Web.pdf

The Federal Excise Tax on Motor Fuels and the Highway Trust Fund: Current Law and Legislative History

Congressional Research Service

February 6, 2014

A major policy debate surrounding the motor fuels excise tax relates to the ability of the HTF to be self sustaining. Approximately 90% of HTF receipts are composed of annual tax collections on gasoline and diesel fuels. Since 2008, obligations from the HTF have exceeded receipts and over \$53 billion have been transferred from the Treasury's general fund to temporarily address these projected shortfalls. Tax collections have declined over time largely because of inflation's effect on the value of the tax rates, and reductions in vehicle miles traveled, among other factors. Future declines in tax collections are projected largely due to scheduled increases in corporate average fuel economy (CAFE) standards.

In the 113th Congress, some Members have called for increasing the motor fuels excise tax rate to help finance the HTF. For example, the Update, Promote, and Develop America's Transportation Essentials Act of 2013 (H.R. 3636) would phase-in an increase in the tax rates on gasoline and diesel to 33.3 and 39.3 cents per gallon, respectively, by 2016 and would index further tax rate increases to any increases in inflation in years 2016 to 2024. Others have proposed more fundamental reductions in the federal government's role in highway financing by reducing federal motor fuels excise tax rates and devolving most federal highway programs and activities to the states (e.g., H.R. 1065, H.R. 3486, S. 1702).

This report provides an overview of current law and a recent legislative history of federal motor fuels excise tax rates (with an emphasis on gasoline and diesel fuel for highway use) and the HTF. State motor fuels tax rates are mentioned in brief. The report ends with a discussion of legislation in the 113th Congress that would modify the federal motor fuels excise tax. Issues related to HTF spending programs and infrastructure financing, more broadly, are beyond the scope of this report, but references to relevant CRS reports are provided.

<http://op.bna.com/dt.nsf/r?Open=emcy-9g7rqp>

Transportation Research Board Special Report 312: Transportation Investments in Response to Economic Downturns

*Transportation Research Board
January 2014*

TRB Special Report 312: Investments in Response to Economic Downturns provides guidance for federal and state officials on the best ways to use stimulus funds for transportation in the future and methods for evaluating such investments. The report examines lessons learned and impacts from the states' management of the transportation component of the American Recovery and Reinvestment Act of 2009, which provided \$48.1 billion for U.S. Department of Transportation programs.

http://www.nap.edu/catalog.php?record_id=18628

2013 Status of the Nation's Highways, Bridges and Transit: Conditions & Performance

*U.S. Department of Transportation Federal Highway Administration
January 31, 2014*

In a recent report called 2013 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance, the Department of Transportation once again called for more investment in order to maintain and improve the nation's highway and transit systems. This report echoes the call for an increased focus on infrastructure maintenance and development that both Secretary Foxx and President Obama have called for in recent months. While the Recovery Act of 2009 increased infrastructure investment to unprecedented levels, contributing to the improvement of the quality of highways, roads, and transit systems, the DOT's recent report highlights that much more remains to be done.

The Conditions and Performance report estimates that federal, state, and local governments would need to spend between \$123.7 billion and \$145.9 billion yearly in order to maintain the conditions of roads and bridges. In 2010, all levels of governments spent \$100.2 billion on this infrastructure. The report also calls for approximately \$24.5 billion per year to improve transit rail and bus systems, a significant increase from the \$16.5 billion that was spent in 2010.

Additionally, the report notes that the nation's maintenance backlog for transit is at an all-time high of \$86 billion and is estimated to grow by \$2.5 billion each year. The need for repairs affects all facets of the transit systems, including rail stations, rail cars, and power substations. Deputy Federal Transit Administrator Therese McMillan called for a focus on transportation infrastructure, saying, "Making a down payment on this substantial backlog is critical to not falling farther behind in our commitment to modernize the transportation infrastructure that tens of millions of riders depend on every day".

<http://www.fhwa.dot.gov/policy/2013cpr/>

Upcoming Events

April 9-12, 2014: TIA Great Ideas Conference & Exposition, Tucson, AZ

April 22-25, 2014: NAFTANEXT, Chicago, IL

April 26-30: IANA Intermodal Operations, Safety & Compliance Seminar, Oak Brook, IL

May 13-14: Cargo News Presents the 2014 Heartland Shippers Conference, Kansas City MO



CAGTC & Freight in the News

More Trains, Buses and Highways across Region Will Ease Traffic Gridlock, L.A. Mayor Eric Garcetti Says
Los Angeles Daily News

March 26, 2014

<http://www.dailynews.com/general-news/20140326/more-trains-buses-and-highways-across-region-will-ease-traffic-gridlock-la-mayor-eric-garcetti-says>

Feds Approve Info Sharing between Seattle and Tacoma Ports

Cargo Business News

March 13, 2014

http://cargobusinessnews.com/news/031314/news1.html?utm_source=CBNNewswire+031314&utm_campaign=CBNNewswire+031314&utm_medium=email

Three Trade Groups Laud President's Freight, TIGER funding proposals

Progressive Railroading

February 28, 2014

http://www.progressiverailroading.com/federal_legislation_regulation/article/Three-trade-groups-laud-presidents-freight-TIGER-funding-proposals--39607

Inland Empire Economy May Gain from Obama Proposal

Daily Bulletin Inland Empire

February 28, 2014

<http://www.dailybulletin.com/general-news/20140228/inland-empire-economy-may-gain-from-obama-proposal>

White House Plans \$302 billion surface authorization

American Journal of Transportation

February 28, 2014

<http://www.ajot.com/news/white-house-plans-302-billion-surface-authorization>

President Obama Talks Transportation but Stakeholders Say Action is Needed

Logistics Management

January 29, 2014

http://www.logisticsmgmt.com/article/president_obama_talks_transportation_but_stakeholders_say_action_is_needed

Why Join CAGTC?

Shape Policy

CAGTC Members have the opportunity to help shape policy and legislation with an organization that is known for getting results on the Hill. Membership gives you a seat at the table as our positions are vetted, debated, finalized and carried to the halls of Congress, where we then pull out the votes. All members are invited and encouraged to participate in our various policy and planning committees, which meet by phone, email and, occasionally, in person.

Up To Date Information

CAGTC strives to keep our members well informed and keyed in on important national freight developments. Because our work focuses solely on goods movement issues, we are able to disseminate concise, lightening-quick updates. Our members often tell us that CAGTC delivers information quicker than any of their other DC connections!

Access

CAGTC holds one annual, in-person meeting every spring, with impressive member turn out. In addition to our annual meeting, we hold smaller member events on a regular basis, such as our Congressional Goods Movement Briefing each spring and our Trade Corridor Summit in 2007. We also meet regularly with Congressional Members and staff and with the Administration. All of these meetings are free and open to members. Given that this is authorization time, we expect our calendar for Hill visits to book up quickly - in the run up to SAFETEA-LU, CAGTC held over 500 meetings with policy makers!

Member Promotion

In all our endeavors, the Coalition highlights its member organizations as examples of *good* projects and *how* the process should work. We do this in our regular meetings on the Hill, at conferences and during presentations and in our newsletter, which goes out every other month. Members have a spotlight for recent achievements, a sounding board of experts for advice, as well as an opportunity to network with likeminded organizations.

To learn more contact:

Elaine Nettle

WE'VE MOVED!

Coalition for America's Gateways and Trade Corridors

1120 20th Street, NW Suite 500 North

Washington, DC 20036

Tel: 202.828.9100 / Fax: 202.463.2471

Email: enettle@blakey-agnew.com

For more information about **The Coalition for America's Gateways and Trade Corridors**
or for newsletter submissions,
please visit our website at www.tradecorridors.org or
contact us at 202.828.9100 or enettle@blakey-agnew.com.

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



SANTO DOMINGO, **DOMINICAN** **REPUBLIC**

FEBRUARY 23-26, 2014



National Palace, Santo Domingo

South Florida Business Journal

Mar 24, 2014

Enterprise Florida to open offices in China

Shaun Bevan, Digital Producer-South Florida Business Journal



Exports shipping containers

Florida Secretary of Commerce and CEO of Enterprise Florida Gray Swoope traveled to China this week to open business development offices in Hong Kong and Shanghai, according to a news release.

The offices will focus on attracting foreign direct investment to Florida, trade relations and increase Florida seaport activity. The sites are the second and third location in Asia to host an official Enterprise Florida presence.

"We are opening these full-service offices to provide support to a growing number of Chinese companies interested in doing business in Florida. We will also serve Florida's small and medium-sized business as they seek to expand in the dynamic economies of China," Swoope said in a news release. "The state is continuing its strong recovery and provides an unmatched investment opportunity for Chinese companies looking to grow in the U.S."

China is the Sunshine State's largest import market and No. 3 largest merchandise trading partner.

Florida trade with Hong Kong has increased at a steady rate, according to a news release. The exports from Florida jumped by 41 percent to a total of \$1.3 billion in 2013, making Hong Kong the number one Asian export destination for Florida.

FLORIDA CHAMBER OF COMMERCE



April 7-9, 2014

INTERNATIONAL DAYS

presented by the Florida Chamber of Commerce

2014 ITINERARY

APRIL 7-10, 2014 • FLORIDA STATE UNIVERSITY CONFERENCE CENTER, TALLAHASSEE

MONDAY • APRIL 7, 2014

1:30 - 4:30 p.m.

INTERNATIONAL BUSINESS COUNCIL (COUNCIL MEMBERS ONLY)

5:30 - 6:00 p.m.

SPONSORS ONLY RECEPTION *Historic Capitol*

6:00 - 7:00 p.m.

WELCOME RECEPTION (ALL ATTENDEES) *Historic Capitol*

TUESDAY • APRIL 8, 2014

9:00 - 9:15 a.m.

WELCOME

▶ **Todd Kocourek**, Chair, International Days Planning Committee and President & CEO, Florida First Finance Corporation

9:30 - 10:15 a.m.

THE STATE OF FLORIDA TRADE 2014:

A FIRST DRAFT OF WHAT WE ARE AND WHERE WE MIGHT GO

INTRODUCTION: **Doug Davidson**, Market Executive, Bank of America, N.A.

▶ **Mark Wilson**, President & CEO, Florida Chamber of Commerce

10:15 - 10:45 p.m.

BREAK

10:45 - 11:45 a.m.

WHAT'S AT STAKE FOR FLORIDA AT THE NEGOTIATING TABLE?

INTRODUCTION/MODERATOR: **Lee Sandler**, Founding Partner, Sandler, Travis & Rosenberg

▶ **Rob Mulligan**, Senior Vice President for Policy and Government Affairs, United States Council for International Business

FLORIDA'S ROLE IN THE EU AND THE PACIFIC RIM: WILL TTP AND T-TIP BE AS (GOOD OR BAD) AS NAFTA?

PANEL:

▶ **Kevin McGurgan**, Consul General, UK

▶ **Tami Overby**, V.P. Asia, U.S. Chamber of Commerce

12:00 - 1:15 p.m.

LUNCH

INTRODUCTION: **Ken Tucker**, The Boeing Company, Director, State and Local Operations, Southeast Region

▶ **Art Torno**, S.V.P. Mexico, Caribbean & Latin America, American Airlines

1:15 - 1:45 p.m.

BREAK

1:45 - 4:00 p.m.

FUTURE OF FLORIDA TRADE IN 2014 AND BEYOND

MODERATOR: **Michael Breen**, Senior Director International, JAX USA Partnership

PANEL I | FLORIDA'S FUTURE AS AN EPICENTER FOR TRADE AND INVESTMENT

▶ **Joe Martinez**, V.P. International Business Development, Enterprise Florida

▶ **Mario Buisan**, Trade Commissioner of Spain

▶ **Mark Lamping**, President, Jacksonville Jaguars and Fulham Football Club, London

▶ **Zola Szerencses**, Director, International Division, RE/MAX 200 Realty

PANEL II | A GRADUATE COURSE IN THE BASICS:

THINGS YOU NEED TO KNOW TO DO BUSINESS INTERNATIONALLY

MODERATOR: **Michael Myhre**, State Director, Florida Small Business Development Center

▶ **Manuel Mencia**, Senior Vice President, International Trade & Business Development, Enterprise Florida

▶ **Jerry Ross**, Chair, Florida District Export Council

▶ **Andrew East**, Chief Financial Officer, Executive Vice President, AET Solar



April 7-9, 2014

INTERNATIONAL DAYS

presented by the Florida Chamber of Commerce

2014 ITINERARY

APRIL 7-10, 2014 • FLORIDA STATE UNIVERSITY CONFERENCE CENTER, TALLAHASSEE

4:00 - 5:00 p.m.

TOWN HALL MEETING

▶ **Todd Kocourek**, President & CEO, Florida First Capital Finance Corp.

6:00 - 7:30 p.m.

RECEPTION (ALL ATTENDEES) *Governor's Mansion*

WEDNESDAY • APRIL 9, 2014

8:00 - 8:30 a.m.

BREAKFAST - FLORIDA ASSOCIATION FOR VOLUNTEER ACTION IN THE CARIBBEAN AND THE AMERICAS (FAVACA) AWARDS

INTRODUCTION: **Todd Kocourek**, President & CEO, Florida First Capital Finance Corporation

8:30 - 9:15 a.m.

PERSPECTIVES FROM THE LEGISLATURE

INTRODUCTION: **David Hart**, Executive Vice President, Florida Chamber of Commerce

▶ **President of the Florida Senate, Don Gaetz**

INTRODUCTION: **John Walsh**, Chief Executive Officer, Canaveral Port Authority

▶ **Florida Representative Dana Young** (R-Tampa), Deputy Majority Leader and Majority Whip

9:15 - 10:30 a.m.

OPENING UP THE STATE'S INTERNATIONAL TOOL BOX

INTRODUCTION/MODERATOR: **Steve Cernak**, Chief Executive & Port Director, Port Everglades

PANEL:

▶ **Ananth Prasad**, Secretary, Florida Department of Transportation

▶ **Jesse Panuccio**, Executive Director, Florida Department of Economic Opportunity

▶ **Dwayne Ingram**, Chair, CareerSource Florida

▶ **Gray Swoope**, Secretary of Commerce and President of Enterprise Florida

▶ **Will Seccombe**, President, VISIT FLORIDA

10:30 - 10:45 a.m.

BREAK

10:45 - 11:15 a.m.

ADAM PUTNAM, COMMISSIONER OF AGRICULTURE

INTRODUCTION: **Paul Anderson**, President and Chief Executive Officer, Tampa Port Authority

11:30 - 11:45 a.m.

LIEUTENANT GOVERNOR CARLOS LOPEZ-CANTERA

INTRODUCTION: **Holland & Knight**

11:45 a.m. - 1:40 p.m.

CLOSING LUNCHEON AND PANEL

MOVING TRADE ON THE PENINSULA: INSULAR OR INTERCONNECTED?

INTRODUCTION/MODERATOR: **Alice Ancona**, Director of Global Outreach,
Florida Chamber of Commerce

PANEL:

▶ **Doug Wheeler**, President and CEO, Florida Ports Council

▶ **Joe Lopano**, CEO, Tampa International Airport

▶ **Mark Morton**, President, Americas Gateway Logistics Center, LLC

▶ **Bob Ledoux**, Vice President, Florida East Coast Railway, Inc.

1:40 - 1:45 p.m.

CLOSING COMMENTS

▶ **Todd Kocourek**, Chair, International Days Planning Committee and President & CEO,
Florida First Finance Corporation

Doug Wheeler

Subject: Trade & Logistics 2.0 report recommendations are now the Florida Chamber's formal policy agenda

From: Tony Carvajal [<mailto:tcarvajal@flfoundation.org>]

Sent: Wednesday, February 12, 2014 6:07 PM

To: Doug Wheeler

Subject: Trade & Logistics 2.0 report recommendations are now the Florida Chamber's formal policy agenda

Thanks to you, we have achieved a major goal set by the TL2 Planning Committee. This morning the Florida Chamber Board formally adopted the [Trade & Logistics 2.0](#) report recommendations as their policy agenda. We hope that you agree that this is a strong endorsement of your work.

While the work of the report planning committee may now be complete, the real work is far from over. There are **3 additional actions that we ask you to consider:**

- 1) **Endorse the Trade & Logistics 2.0 recommendations**, not just the portions that apply to your industry or community but all the recommendations! Once you do, let us know so we can tell others.
- 2) **Help us launch the [Florida Trade & Logistics Institute](#)**. You'll recall that we suggested the creation of an independent entity that would educate and advocate on behalf of trade, logistics and manufacturing; monitor the implementation and report on the status of the recommendations; and coordinate support for Florida's global vision. Thanks to another leadership investment by **Doug Davidson with Bank of America/Merrill Lynch** and an agreement by **Alice Ancona** to extend her role as Director of Global Outreach, the Florida Trade and Logistics Institute is now up and running. We hope that you will consider investing your time and energy in this important project. The work plan will be designed over the next quarter. **Can we count on you for leadership and support as we build out the plans you invested so much to create?**
- 3) Join us in coordinating the **Trade & Logistics rollouts** being held around the state. We have already shared the report in Tampa, Miami, Jacksonville and Port St. Joe. We have dates selected for North Central Florida (March 5 in Lake City) and West Palm Beach (March 20). Six more are being planned. We need your input and support. You will be receiving more information soon on this but you do not need to wait to help. Contact Alice Ancona (aancona@FLChamber.com) or Sean Cooley (scooley@FLFoundation.org) to engage today!

Thanks again for all you have done to secure Florida's future. I am grateful, proud, and excited to keep working with you as we move forward!

PS- Don't forget about International Days, April 7-9. For more information, see the link below.

Tony Carvajal

Executive Vice President

Florida Chamber Foundation

136 S. Bronough Street, Tallahassee, FL 32301

P: 850.521.1258

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From: Doug Wheeler
Sent: Friday, March 28, 2014 4:03 PM
To: Jennifer Krell Davis
Subject: FW: Florida Chamber Weekly Legislative Update: Week 4

From: briefing@flchamber.com [<mailto:briefing@flchamber.com>]
Sent: Friday, March 28, 2014 3:41 PM
To: Doug Wheeler
Subject: Florida Chamber Weekly Legislative Update: Week 4



A weekly report on the impact of the Legislative Session on business.

WEEK 4: March 28, 2014

As lawmakers neared the midpoint of the 2014 Legislative Session, several bills outlined in the [Florida Chamber's 2014 Competitive Agenda](#) saw positive movement this week. Chief among those was the Florida GI bill lawmakers sent to Governor Rick Scott for his signature. The Florida Senate passed a flood insurance bill, three Senate education-related bills are now poised to be heard by the full Senate chamber, an environmental regulatory reform measure received favorable committee hearings as did a Florida Chamber-backed healthcare reform bill that will help lower healthcare costs.

The Florida Chamber's Coalition for Legal Reform launched a [television education campaign](#) throughout Florida to focus on making Florida more competitive through lawsuit abuse reform. According to the American Tort Reform Association, "Florida has one of the nation's worst legal climates." And the U.S. Chamber of Commerce Institute for Legal Reform ranks Florida as having the 41st worst legal climate. Instead of saving for their retirement or their child's college education, Florida families are paying approximately \$3,400 each year in lawsuit abuse taxes (according to a Towers Perrin report).

Lawmakers are currently considering lawsuit abuse reform bills that will help ensure trial lawyers and insurance companies are held to the same set of standards to provide a fair settlement process, and that juries receive accurate information before making their verdict. Representative Dave Hood (R-Daytona Beach) visited Studio 136 at the Florida Chamber's headquarters to talk about common sense legal reform legislation on [The Florida Chamber's Bottom Line](#).

Also this week, House Speaker Designate Steve Crisafulli (R-Merritt Island) sat down with the Florida Chamber to discuss the importance of water quality to protect Florida's natural resources for the future on [The Florida Chamber's Bottom Line](#).

Each week during the 2014 Legislative Session, the Florida Chamber will provide a synopsis of legislative action involving the [2014 Competitiveness Agenda](#). Here is a summary for Week 4.

IN THIS ISSUE

[Talent Supply & Education](#)
[Innovation & Economic Development](#)
[Infrastructure & Growth Leadership](#)
[Business Climate & Competitiveness](#)
[Civic & Governance Systems](#)
[Quality of Life and Quality Places](#)

The Florida Chamber's Bottom Line Featuring

REPRESENTATIVE DAVE HOOD



Representative Dave Hood discusses the need for common sense lawsuit abuse reform.

[Watch the Video](#)

HOUSE SPEAKER DESIGNATE STEVE CRISAFULLI

TALENT SUPPLY & EDUCATION

At the Florida Chamber, we believe that a quality education and workforce development system is Florida's best long-term economic development strategy. We need to work toward filling the gap that is created between Florida's current education system and the needs of Florida's employers by diversifying our economy and creating job opportunities for future generations.

The Florida GI Program

Florida GI Program

HB 7015: Representative Jimmie T. Smith (R-Lecanto)
Awaits Governor Rick Scott's Signature to Become Law

WHAT IT MEANS:

Provides in-state tuition to veterans, allows businesses to give hiring preferences to veterans and protects military bases from encroachment.

WHY IT IS GOOD FOR FLORIDA:

Florida is known as a military and veteran friendly state, and the Florida Chamber is committed to helping vets find jobs in our state's competitive economy. A highly-skilled, well-trained talent pool that spans many global industries is important to Florida's economy.

WHAT HAPPENED THIS WEEK:

This bill has been presented to Governor Rick Scott. He must take action on this bill by April 2, 2014.



Rep. Jimmie
T. Smith
R-Lecanto

Financial Literacy

Financial Literacy

SB 212: Senator Dorothy Hukill (R-Port Orange)
Passed the Senate Education Committee; Two Committee Hearings Remain

HB 367: Representative Heather Fitzenhagen (R-Fort Myers)
Awaits its First Committee Hearing; Three Committee Hearings Remain

WHAT IT MEANS:

Requires a full semester financial literacy course for high school students.

WHY IT IS GOOD FOR FLORIDA:

Studies show that nearly half of Florida's high school seniors lack understanding of financial basics like income, credit, insurance and more. Florida's businesses suffer when our young adults lack the fundamental financial knowledge to contribute to Florida's economy. Sound personal finances are a top factor employers consider when hiring.

WHAT HAPPENED THIS WEEK:

SB 212 passed the Senate Education Committee. The House did not take action on HB 367.



Rep. Heather
Dawes
Fitzenhagen
R-Fort Myers

Improving Florida's K-12 System

Education Acceleration/Middle School Reform

SB 850: Senator John Legg (R-Lutz)
Passed its Final Committee Hearing

WHAT IT MEANS:

Prepares students for future jobs by strengthening the Career and Professional Education academy program.

WHY IT IS GOOD FOR FLORIDA:

Students can earn a high school diploma while earning college credits and industry certifications,



Sen. John
Legg
R-Lutz



As Florida's water demand increases, House Speaker Designate Steve Crisafulli puts the issue into perspective.

[Watch the Video](#)

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further ensuring they are ready to enter the workforce.

WHAT HAPPENED THIS WEEK:

SB 850 passed its final committee, Senate Appropriations, and is now ready to be heard by the full Senate.

Education Accountability

SB 1642: Education Committee

Passed its Final Committee Hearing; Placed on the Special Order Calendar

HB 7117: Representative Janet Adkins (R-Fernandina Beach)

Passed its Final Committee Hearing; Placed on the House Calendar



Sen. John
Legg
R Lutz

WHAT IT MEANS:

Creates the new A-F grading system.

WHY IT IS GOOD FOR FLORIDA:

Implementing higher internationally benchmarked educational standards across Florida's K-12 system will allow us to put our children first and ensure their success in and beyond Florida's K-12 system.

WHAT HAPPENED THIS WEEK:

After passing its final committee, SB 1642 was placed on the Senate Special Order Calendar to be heard on April 3, while HB 7117 also passed its final committee and is now on the House Calendar for a second reading.

Enhancing Parental Educational Choices

Charter Schools

SB 1528: Senator Rob Bradley (R-Orange Park)

Passed its First Committee Hearing; Two Committee Hearings Remain

HB 7083: Representative Manny Diaz, Jr.(R-Hialeah)

Awaits its Second Committee Hearing



Sen. Rob
Bradley
R Orange Park

WHAT IT MEANS:

Creates a model contract for charter schools.

WHY IT IS GOOD FOR FLORIDA:

Pursuing education reforms that allow parents options and diversity will empower them to take the lead on choosing the best option for their children.

WHAT HAPPENED THIS WEEK:

HB 7083 was temporarily deferred in the House Education Committee, while SB 1528 passed its first of three committees.

Personal Learning Accounts

SB 1512: Senator Kelli Stargel (R-Lakeland);

In Appropriations Subcommittee on Education; Two Committee Hearings Remain

HB 5103: Representative Michael Bileca (R-Miami)

Temporarily Deferred by the Appropriations Committee; One Committee Hearing Remains

HB 7167: House Education Appropriations Subcommittee

Awaiting Committees of Reference



Sen. Kelli
Stargel
R Lakeland

WHAT IT MEANS:

Allows parents to choose the best education for their children.

WHY IT IS GOOD FOR FLORIDA:

Giving parents options and diversity will empower them to take the lead on choosing the best option for their children.

WHAT HAPPENED THIS WEEK:

SB 1512 was placed in the Senate Appropriations Subcommittee on Education while HB 5103 was temporarily deferred by the House Appropriations Committee. HB 7167 is currently awaiting committees of reference.

Tax Credit Scholarship Programs

SB 1620: Senator Bill Galvano (R-Bradenton)
Withdrawn From Further Consideration

HB 7099: Representative Ritch Workman (R-Melbourne)
Passed its Final Committee Hearing

HB 7167: House Education Appropriations Subcommittee
Awaiting Committees of Reference



WHAT IT MEANS:

Provides education scholarships to low-income students, and allows a dollar-for-dollar corporate tax credit to businesses that help fund the scholarships.

WHY IT IS GOOD FOR FLORIDA:

Empowering parents with school choice options helps ensure a student's zip code does not determine the quality of education they receive, and will help ensure a talented workforce for Florida's long-term economic development strategy.

WHAT HAPPENED THIS WEEK:

HB 7167 is currently awaiting committees of reference. The Legislature did not take action on HB 7099 and SB 1620.

Fueling Performance and Access to Higher Education

Public Private Partnership Higher Education

SB 900: Senator Jack Latvala (R-Clearwater)
Passed the Senate Community Affairs Committee; Two Committee Hearings Remain

HB 541: Representative Greg Steube (R-Sarasota)
Two Committee Hearings Remain



WHAT IT MEANS:

Establishes public private partnership procedures for state universities.

WHY IT IS GOOD FOR FLORIDA:

It encourages private businesses to partner with public universities to develop infrastructure.

WHAT HAPPENED THIS WEEK:

SB 900 passed the Senate Community Affairs Committee, while the House did not take action on HB 541.

Expanding Digital Learning

Digital Learning

SB 790: Senator John Legg (R-Lutz)
Passed its Final Committee Hearing

HB 7165: Representative Charles McBurney (R-Jacksonville)
Bill was Filed



WHAT IT MEANS:

Schools can apply for advanced use of technology in the classroom.

WHY IT IS GOOD FOR FLORIDA:

Expanding the use of cost-effective digital learning and virtual education throughout Florida's education system provides students with a competitive advantage to thrive in a technologically advanced economy.

WHAT HAPPENED THIS WEEK:

SB 790 passed its final committee, the Senate Appropriations Committee. The House filed HB 7165.

INNOVATION & ECONOMIC DEVELOPMENT

With four out of five new jobs in Florida created by small businesses specializing in areas from international trade to rural economic development, Florida needs to stay the course of diversifying our economy.

Solidifying Florida's Role in Trade and Logistics

Capital Investment Tax Credit

SB 1156: Senator Kelli Stargel (R-Lakeland)
Three Committee Hearings Remain

HB 549: Representative Ben Albritton (R-Wauchula)
Three Committee Hearings Remain



Rep. Ben
Albritton
R-Wauchula

WHAT IT MEANS:

Improves the eligibility requirements to receive Capital Investment Tax Credits.

WHY IT IS GOOD FOR FLORIDA:

Strengthening Florida's rapidly growing manufacturing industry will be the key to ensuring a robust global future.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action.

Supporting Initiatives that Help Florida's Military and Defense Industry

Florida GI Program

HB 7015: Representative Jimmie T. Smith (R-Lecanto)
Awaits Governor Rick Scott's Signature to Become Law



Rep. Jimmie
T. Smith
R-Lecanto

WHAT IT MEANS:

Provides in-state tuition to veterans, allows businesses to give hiring preferences to veterans and protects military bases from encroachment.

WHY IT IS GOOD FOR FLORIDA:

Florida is known as a military and veteran friendly state, and the Florida Chamber is committed to helping vets find jobs in our state's competitive economy. A highly-skilled, well-trained talent pool that spans many global industries is important to Florida's economy.

WHAT HAPPENED THIS WEEK:

This bill has been presented to Governor Rick Scott. He must take action on this bill by April 2, 2014.

Defense Contracting

SB 596: Senator Evers (R-Pensacola)
In Appropriations Subcommittee on Finance & Tax; Two Committee Hearings Remain

HB 155: Representative Jimmie T. Smith (R-Lecanto)
On House Calendar for Second Reading



Rep. Jimmie
T. Smith
R-Lecanto

WHAT IT MEANS:

Encourages prime contractors to use Florida-based subcontractors when contracting defense work.

WHY IT IS GOOD FOR FLORIDA:

Providing greater opportunities to Floridians will help communities and Florida's economy grow. When families and communities do well, so does the state of Florida.

WHAT HAPPENED THIS WEEK:

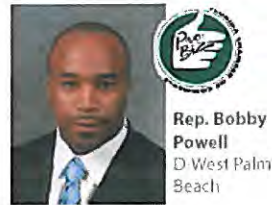
SB 596 is now in the Appropriations Subcommittee on Finance and Tax, while the House did not take action on HB 155.

Attracting Jobs

Enterprise Zone Act

SB 472: Senator Joe Abruzzo (R-Wellington)
In Senate Commerce and Tourism Committee; Three Committee Hearings Remain

HB 141: Representative Bobby Powell (D-West Palm Beach)
In House Economic Development and Tourism Subcommittee; Four Committee Hearings Remain



Rep. Bobby
Powell
D West Palm
Beach

WHAT IT MEANS:

Extends the sunset time for Enterprise Zone Acts.

WHY IT IS GOOD FOR FLORIDA:

Enterprise Zone Acts encourage development in underutilized areas and help prevent blight. Further encouraging job growth will help ensure communities and families succeed.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action this week.

Rural Economic Development

SB 1116: Senator Denise Grimsley (R-Sebring)
Three Committee Hearings Remain



Rep. Halsey
Beshears
R Apalachicola

WHAT IT MEANS:

Encourages development in rural areas and rebrands rural economic programs.

WHY IT IS GOOD FOR FLORIDA:

Proactively supporting economic development organizations will bring new opportunities to Floridians by attracting new jobs.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action this week.

Attracting Targeted and Growing Industries

Entertainment Industry Tax Credit

SB 1640: Commerce and Tourism
Passed the Governmental Oversight & Accountability Committee;
Two Committee Hearings Remain



Rep. Manny
Diaz, Jr.
R-Hialeah

WHAT IT MEANS:

Encourages film industry growth in Florida.

WHY IT IS GOOD FOR FLORIDA:

Encouraging innovations in emerging industries will lead the way toward a technologically advanced and competitive business climate. By fueling the growth of technology and innovation in the private sector, we can create a globally competitive and diverse economy.

WHAT HAPPENED THIS WEEK:

The Senate Governmental Oversight and Accountability Committee passed SB 1640, while the House did not take action this week.

INFRASTRUCTURE & GROWTH LEADERSHIP

More than 92 million visitors come to Florida each year and it's estimated that by 2030, more than six million new residents will call Florida home. We must prepare for this growth in smart and sustainable ways. Securing Florida's future will require changing the way we view issues such as water and energy supply, agriculture, land development, roads, bridges, ports and telecommunications.

Supporting Long-Term Water Policies

Reclaimed Water

SB 536: Senator Wilton Simpson (R-Trilby)
Placed on Special Order Calendar

HB 601: Representative Lake Ray (R-Jacksonville)

Placed on the House Calendar

WHAT IT MEANS:

Authorizes agencies to work with Water Management Districts to study obstacles for needed infrastructure.

WHY IT IS GOOD FOR FLORIDA:

Enacting strong water quality standards now will protect Florida's natural resources for the future.

WHAT HAPPENED THIS WEEK:

The Florida Senate placed SB 536 on Special Order Calendar to be heard April 3. HB 601 was placed on the House Calendar for second reading.



Sen. Wilton
Simpson
R-Trilby

Springs

SB 1576: Senator Charles Dean (R-Inverness)

Now in the Senate Agriculture Committee; Two Committee Hearings Remain

HB 1313: Representative Jason Brodeur (R-Sanford)

Three Committee Hearings Remain

WHAT IT MEANS:

Establishes the Florida Springs and Aquifer Act and identifies springs in need of protection.

WHY IT IS GOOD FOR FLORIDA:

Enacting strong water quality standards now will protect Florida's natural resources for the future.

WHAT HAPPENED THIS WEEK:

SB 1576 was placed in the Senate Agriculture Committee for a hearing on March 31 and was also discussed during the Office of Economic and Demographic Research Revenue Estimating Committee; no votes taken. The House did not take action this week.



Sen. Charlie
Dean
R-Inverness

Agriculture Water

SB 312: Senator Wilton Simpson (R-Trilby)

In Senate Appropriations Committee on Finance and Tax; Two Committee Hearings Remain

HB 575: Representative Bill Albritton (R-Wauchula)

In Finance and Tax Committee; Two Committee Hearings Remain

WHAT IT MEANS:

Provides exemptions for agriculture land owners participating in water storage programs.

WHY IT IS GOOD FOR FLORIDA:

Developing alternative water supplies promotes sustainable economic growth.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action this week.



Rep. Ben
Albritton
R-Wauchula

Investing in Transportation and Infrastructure

Freight Logistics Zones

SB 136: Senator Jeremy Ring (D-Margate)

Now in the Senate Appropriations Subcommittee on Transportation;
Two Committee Hearings Remain

HB 3: Representative Lake Ray (R-Jacksonville)

Passed the House Transportation and Economic Development Appropriations
Subcommittee; One Committee Hearing Remains



Rep. Lake Ray
R-Jacksonville

WHAT IT MEANS:

It provides a definition for freight logistic zones, allows counties to designate geographic areas as freight logistic zones and provides priority funding and incentives for certain projects within freight logistic zones.

WHY IT IS GOOD FOR FLORIDA:

Funding infrastructure needs and creating strategic intermodal systems helps to improve major trade and freight corridors in order to meet Florida's long-term needs.

WHAT HAPPENED THIS WEEK:

HB 3 passed the House Transportation and Economic Development Appropriations Subcommittee, while the Senate did not take action.

Fuel Terminals

SB 1070: Senator Wilton Simpson (R-Trilby)

Temporarily Postponed by the Senate Transportation Committee;
One Committee Hearing Remains

HB 947: Representative Lake Ray (R-Jacksonville)

In the House Local and Federal Affairs Committee; Three Hearings Remain



Sen. Wilton
Simpson
R-Trilby

WHAT IT MEANS:

Certain fuel terminals would be permitted under local government comprehensive plans.

WHY IT IS GOOD FOR FLORIDA:

Investing in sustainable and reliable infrastructure systems will help ensure Florida can meet its long-term needs.

WHAT HAPPENED THIS WEEK:

SB 1070 was temporarily postponed by the Senate Transportation Committee, while the House did not take action this week.

Transportation

SB 696: Transportation Committee

On the Special Order Calendar

HB 7005: Representative Frank Artiles (R-Miami)

Passed the House Transportation and Economic Development Appropriations
Subcommittee; One Committee Hearing Remains



Sen. Jeff
Brandes
R-St Petersburg

WHAT IT MEANS:

Allows the Florida Department of Transportation to make strategic airport investments as recommended by the [Florida Chamber Foundation's Transportation and Logistics 2.0 report](#).

WHY IT IS GOOD FOR FLORIDA:

The Florida Chamber believes the future health and prosperity of all Floridians begins with creating and maintaining sustainable and reliable infrastructure systems.

WHAT HAPPENED THIS WEEK:

The House Transportation and Economic Development Appropriations Subcommittee passed HB 7005, while the Senate did not take action this week.

Improving Government Efficiencies

Growth Management

SB 374: Senator Nancy Detert (R-Venice)

Passed the Senate Commerce and Tourism Committee; One Committee Hearing Remains

HB 189: Representative Jim Boyd (R-Bradenton)

Placed on the House Calendar



Rep. Jim
Boyd
R-Bradenton

WHAT IT MEANS:

Revises restrictions on referendum processes regarding local comprehensive plan amendments.

WHY IT IS GOOD FOR FLORIDA:

Supporting comprehensive growth management reforms streamlines the bureaucratic process.

WHAT HAPPENED THIS WEEK:

The Senate Commerce and Tourism Committee passed SB 374, while HB 189 was placed on the House Calendar for second reading.

Concurrency

SB 1634: Commerce and Tourism

Passed the Military and Veterans Affairs Committee; One Committee Hearing Remains

HB 7023: Representative Travis Hutson (R-Palm Coast)

One Committee Hearing Remains



Rep. Travis
Hutson
R-Palm
Coast

WHAT IT MEANS:

Encourages new small business development by exempting certain size businesses from concurrency and impact fees.

WHY IT IS GOOD FOR FLORIDA:

Fair and clear government processes will help Florida's economy to prosper.

WHAT HAPPENED THIS WEEK:

The Senate Military and Veterans Affairs, Space, and Domestic Security Committee passed SB 1634, while the House did not take action.

Developments of Regional Impact

SB 372: Senator Bill Galvano (R-Bradenton)

Passed the Senate Appropriations Subcommittee; One Committee Hearing Remains

HB 241: Representative Matt Gaetz (R-Shalimar)

In House Economic Development and Tourism Subcommittee; Three Hearings Remain



Sen. Bill
Galvano
R-Bradenton

WHAT IT MEANS:

Additional counties would be exempt land development projects from DRI reviews.

WHY IT IS GOOD FOR FLORIDA:

Assigning clear roles to state, regional and local authorities allows Florida to better embrace proactive economic planning that guides a secure future.

WHAT HAPPENED THIS WEEK:

The Senate Appropriations Committee passed SB 372, while the House did not take action.

Brownfields

SB 586: Senator Thad Altman (R-Melbourne)

In the Judiciary Committee for its Last Hearing

HB 325: Representative Charlie Stone (R-Ocala)

One Committee Hearing Remains



Rep. Charlie
Stone
R-Ocala

WHAT IT MEANS:

Revises the process for designating a brownfield.

WHY IT IS GOOD FOR FLORIDA:

Ensuring clear government processes are in place will help Florida's economy prosper.

WHAT HAPPENED THIS WEEK:

SB 586 remains on the Senate Judiciary Committee to be heard April 1, while the House did not take action on HB 325.

Environmental Regulatory Reform

SB 1464: Senator Wilton Simpson (R-Trilby)

Passed the Senate Environmental Preservation and Conservation Committee;
Three Committee Hearings Remain

HB 703: Representative Jimmy Patronis (R-Panama City)

On the House Agriculture and Natural Resources Appropriations Subcommittee;
Two Committee Hearings Remain



Rep. Jimmy
Patronis
R-Panama City

WHAT IT MEANS:

Clarifies and streamlines the environmental permitting process.

WHY IT IS GOOD FOR FLORIDA:

Supporting comprehensive growth management reforms streamlines the bureaucratic process. Assigning clear roles to state, regional and local authorities allows Florida to better embrace proactive economic planning that guides a secure future.

WHAT HAPPENED THIS WEEK:

The Senate Environmental Preservation and Conservation Committee passed SB 1464, while HB 703 has been placed on the House Agriculture and Natural Resources Appropriations Subcommittee for hearing on March 31.

BUSINESS CLIMATE & COMPETITIVENESS

Florida is on the right track toward a more competitive and global economy and businesses are taking notice. Last year several large employers moved their headquarters or expanded to Florida because of Florida's attractive business climate. Instead of short-term solutions from well-funded plaintiff lawyers with special interest agendas, the Florida Chamber is focused on creating long-term sustainable solutions so Florida can continue to attract, add and grow the top businesses in the nation.

Reforming Florida's Current Insurance Market*Citizens Property Insurance Reform***SB 1672: Banking and Insurance**

Referred to Two Committees for Hearings

WHAT IT MEANS:

Reduces the size and exposure of the government run Citizens Property Insurance.

WHY IT IS GOOD FOR FLORIDA:

Creating a competitive and stable insurance market will lower costs in Florida's current insurance market.

WHAT HAPPENED THIS WEEK:

The Senate did not take action this week.



Sen. David
Simmons
R-Altamonte
Springs

*Hurricane Catastrophe Fund Reform***SB 482: Senator Alan Hays (R-Umatilla)**

Passed Senate Banking and Insurance Committee; One Hearing Remains

HB 391: Representative Bill Hager (R-Boca Raton)

Not Considered by Government Operations Appropriations Subcommittee

WHAT IT MEANS:

Reduces the size and exposure of the hurricane catastrophe fund and reduces the need to impose hurricane taxes on Floridians.

WHY IT IS GOOD FOR FLORIDA:

Creating a competitive and stable insurance market will lower costs in Florida's current insurance market.

WHAT HAPPENED THIS WEEK:

SB 482 passed the Senate Banking and Insurance Committee, but no longer contains priorities outlined by Florida Chamber members in the 2014 Competitiveness Agenda. The House did not take action on HB 391.



Rep. Bill
Hager
R-Boca Raton

*Flood Insurance Reform***SB 542: Senator Jeff Brandes (R-St. Petersburg)**

Passed the Florida Senate

HB 879: Representative Ed Hooper (R-Clearwater)

Passed the Government Operations Appropriations Subcommittee;
One Committee Hearing Remains

HB 581: Representative Larry Ahern (R-Seminole)

In House Insurance and Banking Committee; Three Committee Hearings Remain



Sen. Jeff
Brandes
R-St. Petersburg

WHAT IT MEANS:

Creates a framework for a private market flood insurance program.

WHY IT IS GOOD FOR FLORIDA:

Creating a competitive and stable insurance market will lower costs in Florida's current insurance market.

WHAT HAPPENED THIS WEEK:

The Florida Senate passed SB 542. The House Government Operations Appropriations Subcommittee passed HB 879, no action was taken on HB 581.

Ensuring Fair Workers' Compensation and Unemployment Compensation Rates

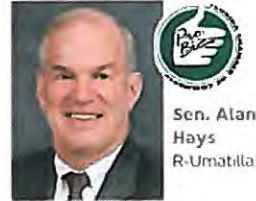
Workers' Comp Reimbursement

SB 1580: Senator Alan Hays (R-Umatilla)

Placed on the Senate Banking and Insurance Committee Agenda;
Three Committee Hearings Remain

HB 1351: Representative Charlie Stone (R-Ocala)

Now in the House Government Operations Appropriations Subcommittee;
Two Committee Hearings Remain



WHAT IT MEANS:

Changes reimbursement amounts for hospital in-patient and out-patient care to a Medicare fee schedule.

WHY IT IS GOOD FOR FLORIDA:

Ensuring stable and competitive workers' compensation premiums while also lowering the burden of unemployment compensation taxes creates globally competitive employers.

WHAT HAPPENED THIS WEEK:

HB 1351 was placed in the House Government Operations Appropriations Subcommittee, while SB 1580 was placed on the Senate Banking and Insurance Committee agenda to be heard on April 1.

Fixing Florida's Lawsuit Abuse Problem

Accuracy in Damages

SB 1128: Senator Garrett Richter (R-Naples)

Three Committee Hearings Remain

HB 379: Representative Dave Hood (R-Daytona Beach)

One Committee Hearing Remains



WHAT IT MEANS:

Requires juries to receive information on the actual amount paid on a medical bill in certain lawsuits.

WHY IT IS GOOD FOR FLORIDA:

Supporting legal reform to reduce the number of frivolous lawsuits will deter plaintiff trial lawyer firms from driving up the cost of doing business in Florida and help improve our ranking as the 41st worst legal climate in America.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action this week.

Fair Settlement

SB 1494: Senator John Thrasher (R-St. Augustine)

Three Committee Hearings Remain

HB 187: Representative Kathleen Passidomo (R-Naples)

In Insurance and Banking Subcommittee; Two Committee Hearings Remain



WHAT IT MEANS:

Provides a specific time frame for insurers to pay out a claim.

WHY IT IS GOOD FOR FLORIDA:

The average Florida family pays between \$3,200 and \$3,500 in lawsuit abuse taxes each year. Lawsuit abuse reform will help reduce the number of frivolous lawsuits and help improve Florida's business climate.

WHAT HAPPENED THIS WEEK:

Driving a Fair and Equitable Tax System

E-Fairness Memorial

SB 196: Senator Gwen Margolis (D-Miami)
Died on the Senate Floor

WHAT IT MEANS:

Urges Congress to pass the Marketplace Fairness Act.

WHY IT IS GOOD FOR FLORIDA:

Protecting Florida's businesses by closing the Internet sales tax loophole that lets government pick winners and losers is the right thing to do.

WHAT HAPPENED THIS WEEK:

The Senate did not take action.



Sen. Gwen
Margolis
D Miami

Streamline Sales and Use Tax

HB 217: Representative Michelle Rehwinkel Vasilinda (D-Tallahassee)
In the House Finance and Tax Committee; Two Committee Hearings Remain

WHAT IT MEANS:

Brings Florida in line with the national streamlined sales and use tax agreement to implement E-fairness laws.

WHY IT IS GOOD FOR FLORIDA:

Limiting burdensome taxes and creating equity in Florida's tax system means supporting targeted tax reforms.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action.



Rep. Michelle
Rehwinkel
Vasilinda
D Tallahassee

Communications Services Tax

SB 266: Senator Dorothy Hukill (R-Port Orange)
In the Appropriations Committee for its Final Hearing

WHAT IT MEANS:

Reduces the communications services tax by two percent on all communications services like cell phones and cable bills.

WHY IT IS GOOD FOR FLORIDA:

Limiting burdensome taxes and creating equity in Florida's tax system means supporting targeted tax reforms.

WHAT HAPPENED THIS WEEK:

SB 266 placed in the Senate Appropriations Committee. It was also discussed during the Office of Economic and Demographic Research's Revenue Estimating Impact Conference; no votes taken.



Sen. Dorothy
L. Hukill
R Port
Orange

Communications Services Tax - Franchise

SB 898: Senator Joe Abruzzo (R-Wellington)
Passed the Senate Commerce and Tourism Committee; Two Committee Hearings Remain

HB 803: Representative Jim Boyd (R-Bradenton)
Passed the House Finance and Tax Subcommittee; Two Committee Hearings Remain

WHAT IT MEANS:

Reduces the communications services tax by two percent on all communications services like cell phones and cable bills.

WHY IT IS GOOD FOR FLORIDA:

Limiting burdensome taxes and creating equity in Florida's tax system means supporting targeted tax reforms.

WHAT HAPPENED THIS WEEK:

The Senate Commerce and Tourism Committee passed SB 898, while the House Finance and Tax Subcommittee passed HB 803.



Sen. Joseph
Abruzzo
D Wellington

Reducing the Commercial Lease Sales Tax

SB 176: Senator Dorothy Hukill (R-Port Orange)
Four Committee Hearings Remain

HB 11: Representative Greg Steube (R-Sarasota)
Three Committee Hearings Remain

WHAT IT MEANS:

Reduces the sales tax by one percent on the overall rent charged on a commercial lease.

WHY IT IS GOOD FOR FLORIDA:

Florida is the only state that charges tax on commercial leases. Limiting burdensome taxes and creating equity in Florida's tax system means supporting targeted tax reforms.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action.



Sen. Dorothy
L. Hukill
R-Port
Orange

Evaluating Wage Theft Regulations

Wage Protection

SB 926: Senator Wilton Simpson (R-Trilby)
Passed the Judiciary Committee; Placed in Senate Rules Committee for a Final Hearing

HB 957: Representative Neil Combee (R-Auburndale)
Now in House Local and Federal Affairs; Two Committee Hearings Remain

WHAT IT MEANS:

Creates a model ordinance local government would use if they chose to adopt local wage protection regulations.

WHY IT IS GOOD FOR FLORIDA:

Ensuring fair and consistent wage theft regulations means employers won't be subject to double jeopardy.

WHAT HAPPENED THIS WEEK:

SB 926 passed the Senate Judiciary Committee, while the House did not take action on HB 957.



Sen. Wilton
Simpson
R-Trilby

CIVIC & GOVERNANCE SYSTEMS

At the Florida Chamber, we believe efficient and transparent government systems allow businesses to grow in a globally competitive economy. As our state grows, taxpayers deserve an efficient government that provides the highest return to taxpayers with the lowest burden on job creators.

Reforming Florida's Unsustainable Pension Systems

Local Government Pension Reform

SB 246: Senator Jeremy Ring (R-Margate)
In Senate Appropriations; One Hearing Remains

HB 509: Representative Matt Caldwell (R-Lehigh Acres)
In House Government Operations Subcommittee; Two Hearings Remain

WHAT IT MEANS:

Local governments with underfunded pension programs would be required to shore up those liabilities.

WHY IT IS GOOD FOR FLORIDA:

Creating fiscally stable governments through modern and sustainable retirement programs will help avoid bankruptcy.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action this week.



Sen. Rob
Bradley
R-Orange Park

Florida Retirement System - Elected Officials

SB 184: Senator Jeff Brandes (R-St. Petersburg)
Withdrawn From Further Consideration

WHAT IT MEANS:

Elected officials would be prohibited from entering the taxpayer paid pension plan.

WHY IT IS GOOD FOR FLORIDA:

Encourages elected leaders to set the example for other government employees, and not enter the taxpayer paid defined benefit pension program.

WHAT HAPPENED THIS WEEK:

SB 184 was withdrawn from further consideration.



Sen. Jeff
Brandes
R-St. Petersburg

*Florida Retirement System Reform***SB 1114: Community Affairs**

Two Committee Hearings Remain

WHAT IT MEANS:

Future employees would be protected from the current unfunded liability gap by moving into a cash balance-style retirement plan.

WHY IT IS GOOD FOR FLORIDA:

Creating fiscally stable governments through modern and sustainable retirement programs will help avoid bankruptcy. We know all too well the damage that unfunded pension programs can have on a state - broken promises, lost jobs, higher taxes and diminished economy.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action this week.



Sen. Wilton
Simpson
R-Trilby

*Florida Retirement System Trust Fund***SB 1112: Community Affairs**

Two Committee Hearings Remain

WHAT IT MEANS:

Establishes the trust fund for a cash balance, defined cash balance-style retirement plan.

WHY IT IS GOOD FOR FLORIDA:

Creating fiscally stable governments through modern and sustainable retirement programs will help avoid bankruptcy. We know all too well the damage that unfunded pension program can have on a state - broken promises, lost jobs, higher taxes and diminished economy.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action this week.



Sen. Wilton
Simpson
R-Trilby

*Deferred Compensation***SB 1110: Community Affairs**

Two Committee Hearings Remain

WHAT IT MEANS:

Transitions government employees into a deferred compensation retirement program.

WHY IT IS GOOD FOR FLORIDA:

Creating fiscally stable governments through modern and sustainable retirement programs will help avoid bankruptcy. We know all too well the damage that unfunded pension program can have on a state - broken promises, lost jobs, higher taxes and diminished economy.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action this week.



Sen. Wilton
Simpson
R-Trilby

Improving Government Efficiencies*Inmate Reentry***SB 274: Senator David Simmons (R-Altamonte Springs)**

Passed Its Final Committee Hearing

HB 53: Representative Charlie Stone (R-Ocala)
Passed the Florida House of Representatives



WHAT IT MEANS:

At the time of their release, inmates would be provided a copy of their birth certificate and drivers license to better help them reenter the workforce.

WHY IT IS GOOD FOR FLORIDA:

Encouraging a smooth reentry into Florida's workforce will strengthen the quality of life for former inmates while also provide employers with needed workers.

WHAT HAPPENED THIS WEEK:

The Florida House of Representatives passed HB 53, while the Senate Appropriations Committee passed SB 274, its last committee stop.

State Technology

SB 928: Government Oversight and Accountability
Temporarily Postponed on Special Order Calendar; Retained on the Calendar

HB 7073: Representative Seth McKeel (R-Lakeland)
Referred to Three Committees for Hearings



WHAT IT MEANS:

Creates a State Technology Agency, along with a Chief Information Officer, to oversee Florida's \$75 billion business.

WHY IT IS GOOD FOR FLORIDA:

Streamlining Florida's procurement processes will allow Florida to become more efficient.

WHAT HAPPENED THIS WEEK:

The Legislature did not take action this week.

Administrative Procedures Act

SB 600: Senator Charlie Dean (R-Inverness)
Three Committee Hearings Remain

SB 7118: Government Oversight and Accountability
Submitted as a Committee Bill

SB 1706: Government Oversight and Accountability
Bill Filed

HB 975: Representative Tom Goodson (R-Titusville)
In House Appropriations; Two Committee Hearings Remain

HB 7107: Rulemaking, Oversight and Repeal
In House Appropriations; Two Committee Hearings Remain



WHAT IT MEANS:

Helps ensure the true cost of a state rule is known.

WHY IT IS GOOD FOR FLORIDA:

Streamlining rulemaking processes allow the discovery of likely and probably costs associated with a rule.

WHAT HAPPENED THIS WEEK:

HB 975 was placed in the House Appropriations Committee, while HB 7107 was placed on Government Oversight Subcommittee Agenda for hearing on March 31. No action was taken on SB 600, but SB 7118 and SB 1706 were submitted as a committee bill and field, respectively.

Public Private Partnerships Public Records Exemption

SB 138: Senator Greg Evers (R-Pensacola)
Now in Senate Government Oversight and Accountability;
Two Committee Hearings Remain

HB 1051: Representative Ken Roberson (R-Port Charlotte)
Passed House Local and Federal Affairs Committee and Placed in State Affairs Committee For its Final Hearing



WHAT IT MEANS:

Revises current public private partnership rules to allow economic development records exemptions for unsolicited bids.

WHY IT IS GOOD FOR FLORIDA:

Unsolicited bids increase competition and lower costs, and this bill will protect new technologies that are often included within unsolicited bids.

WHAT HAPPENED THIS WEEK:

The House Local and Federal Affairs Committee passed HB 1051, and it was placed in the House State Affairs Committee for its final hearing. SB 1318 is now in the Senate Government Oversight and Accountability Committee.

QUALITY OF LIFE & QUALITY PLACES

Florida's unique quality of life is one reason Florida is consistently ranked as an attractive place to visit, live, learn, play and work. Retaining and attracting the right employers who fuel jobs and great communities are key to Florida's long-term success. Families, students and businesses alike cause us to examine the policies that can either strengthen or harm Florida's future job growth.

Recovering Healthcare Costs and Improving Outcomes

Telemedicine

SB 1646: Health Policy
Placed on the Senate Communications, Energy and Public Utilities Committee;
Three Committee Hearings Remain

HB 751: Representative Travis Cummings (R-Orange Park)
Passed the Health Care Appropriations Subcommittee;
Placed on its Final Committee for a Hearing



WHAT IT MEANS:

Creates guidelines for licensure, registration and reimbursement requirements for physician use of telemedicine.

WHY IT IS GOOD FOR FLORIDA:

Will provide cost-cutting options to Florida hospitals and healthcare providers and expand access to care, especially in rural communities.

WHAT HAPPENED THIS WEEK:

The House Health Care Appropriation Subcommittee passed HB 751 and it was placed in the Health and Human Services Committee for its final hearing. SB 1646 was placed on the Senate Communications, Energy, and Public Utilities Committee to be heard on April 1.

Medical Tourism

SB 1150: Senator Aaron Bean (R-Jacksonville)
Passed the Senate Health Policy Committee; One Committee Hearing Remains

HB 1223: Representative Patrick Rooney (R-Palm Beach Gardens)
In House Finance and Tax Subcommittee; Three Hearings Remain



WHAT IT MEANS:

Enterprise Florida and Department of Economic Opportunity will work to market Florida as a healthcare destination.

WHY IT IS GOOD FOR FLORIDA:

Promotes national and international awareness of qualifications, scope of services, and specialized expertise of health care providers in Florida and includes initiatives to showcase qualified health care providers.

WHAT HAPPENED THIS WEEK:

SB 1150 passed the Senate Health Policy Committee, while the House did not take action on HB 1223.

Attracting and Keeping a Healthcare Workforce

Scope of Practice

SB 1352: Senator Denise Grimsley (R-Sebring)
Passed Senate Health Policy; Two Committees Remain

HB 7071: Representative Cary Pigman (R-Sebring)
Referred to Two Committees



Rep. Cary
Pigman
R Sebring

WHAT IT MEANS:

Extends scope of practice for nurse practitioners and allows for independent practice of advanced or specialized nursing.

WHY IT IS GOOD FOR FLORIDA:

Will help combating future doctor shortages by allowing nurse practitioners to provide primary and preventative care to ensure a healthy and productive workforce.

WHAT HAPPENED THIS WEEK:

SB 1352 passed out of Health Policy, while the House did not take action.

Opposing the Expansion of Gambling

Gambling

SB 98: Senator Gwen Margolis (D-Miami)
In the Gaming Committee; Three Committee Hearings Remain

SB 7050: Gaming Committee
SB 7052: Gaming Committee
SB 7054: Gaming Committee
Awaiting Next Action by Senate Gaming Committee



HB 1383: Representative Robert Schenck (R-Spring Hill)
Two Committee Hearings Remain

WHAT IT MEANS:

Special interest agendas are working to expand gambling and lower the current 60 percent threshold for the constitutional expansion of gambling in Florida to a simple majority vote.

WHY IT IS BAD FOR FLORIDA:

There are countless examples of states that have been lulled into a false sense of economic safety by mega casinos only to discover their reputation has waned, their high-skilled workers have left or their businesses can no longer afford to do business in their state.

The truth is, out-of-state casinos need Florida, Florida doesn't need the casinos. The Florida Chamber is committed to protecting Florida's quality of life, and remains steadfast in its opposition to the expansion of gambling.

WHAT HAPPENED THIS WEEK:

HB 1383 passed out of the Select Committee on Gaming, while the Senate did not take action this week.

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Florida Chamber of Commerce | 136 S. Bronough Street Tallahassee FL 32301

FLORIDA OCEAN ALLIANCE



Oceans Day 2014
"Tomorrow's Ocean Workforce: Bridging the Gap between Industry and Academia"
Wednesday – April 9, 2014

9:00 a.m. – 4:00 p.m. Exhibits in the Capitol: Rotunda and 2d and 3d Floors

Agenda for Workshop
Old Senate Chambers, Historic Capitol Building, 2d Floor, 9:30 am-11:30 am

9:30 a.m. – 9:45 a.m.

Welcome – Steven Cernak, Chair, Florida Ocean Alliance

Introductions – Kumar Mahadevan, Executive Committee, Florida Ocean Alliance

9:45 a.m. – 11:25 a.m. **Panel Discussion**

Moderator- Chris Hart, President, CareerSource Florida (formerly Workforce Florida Inc.)
Brief Issue Statement and Introduction of Panelists

Panelists

Policy and Academia

Bill Hogarth, Florida Institute of Oceanography
Jim Murley, South Florida Regional Planning Council
Larry Langebrake, SRI International
Shelley Lauten, triSect, LLC

Industry

Steve Cernak, Port Everglades and Florida Ports Council
Paul Phipps, VISIT FLORIDA
Phil Purcell, Marine Industries Association of South Florida
Mike Sole, Florida Power and Light

Conclusions from Panel Discussion and Next Steps for FOA - Chris Hart, President, CareerSource Florida

11:25 a.m. – 11:30 a.m.

Wrap Up and Adjourn- Steve Cernak, Florida Ocean Alliance



Agenda
FOA Board Meeting, April 9, 2014, Noon- 3:00 p.m.
Governors Club, Tallahassee
201 ½ S. Adams Street, Plantation Room

Welcome (Cernak) Noon - 1:00 pm (Luncheon)

Introduction of FOA and Invited Guests: (Mahadevan)

1. Honorable members of the Florida Senate and House of Representatives
2. Officials of the Executive Office of the Governor and State Agencies

Remarks from Guests

Remarks from FOA Board Members

Invited Guests

Administration

Governor Rick Scott

Noah Valenstein, Governor's Office

Bill Killingsworth, Director, Community Development of Florida, DEO

Kal Knickerbocker, Director of Aquaculture, FDACS

State Agencies

Nick Wiley, Executive Director, Florida Fish and Wildlife Conservation Commission (FWC)

Gil McRae, Director, Florida Fish and Wildlife Research Institute, FWC

Herschel Vinyard, Secretary, Florida Dept. of Environmental Protection (FDEP)

Jeff Littlejohn, Deputy Secretary, Regulatory Programs, FDEP

Drew Bartlett, Deputy Director, Water Policy & Ecosystems Restoration, FDEP

Kevin Claridge, Director, Florida Coastal Office, FDEP

Rebecca Prado, Oceans & Coastal Council coordinator, Florida Coastal Office, FDEP

Legislature

Speaker of the House Will Weatherford

Senator Lizbeth Benacquisto, Majority Leader

Senate President Don Gaetz

Senator Tom Lee, Deputy Majority Leader and Whip

Senator Bill Galvano

Senator Joe Negron

Senator Charles Dean

Representative Ben Albritton

Representative Matthew Caldwell

FOA Annual Business Meeting 1:30 p.m.- 2:30 p.m.

1. Organizational Issues

- a. Approval of Minutes (Cernak)
- b. Bank Balance, Financial Filings (Alpert)
- c. Approval of Budget 2014 (Alpert)
- d. Officer Election (Mahadevan)
Slate of Officers:
Chair: Steve Cernak
Vice Chair: Duane DeFreese
Secretary: Karl Havens
Treasurer: Laura Geselbracht
- e. Membership (Alpert)

2. Old Business

- a. Florida Oceans and Coastal Council (Sansom)
- b. Florida Coastal Ocean Observing System (Mahadevan)
- c. Gulf of Mexico Research Initiative (Hogarth)

3. New Business (Board Members)

Florida Ocean Alliance Board Members

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DEPARTMENT OF TRANSPORTATION

Reminder!

With your help, we have begun to develop the FMTP Investment Element! We ask for your continued participation.

Business Forum II: Plan Review is Wednesday, April 2 at the Florida Hotel in Orlando. Draft chapters will be presented, and discussion will focus on the draft list of statewide freight needs.

Register here:
<http://www.planetreg.com/FDOTPlanReview2>

FLORIDA

Freight Mobility & Trade Plan



FLORIDA DEPARTMENT OF TRANSPORTATION

Investment Element

BUSINESS FORUM II
PLAN REVIEW

APRIL 2, 2014



Investment Element Process



FLORIDA FREIGHT MOBILITY & TRADE PLAN



AGENDA

Business Forum II: Plan Review

April 2, 2014

Orlando, FL

8:00-8:30

Registration

Registration Desk

8:30-8:45

Introduction

Rich Biter, Assistant Secretary, FDOT

8:30-8:45

*Welcome, Agenda Review
and Objectives*

8:45-9:15

Background

Ed Lee, FDOT

8:45-8:55

*Overview of the Investment Element
Development Process*

8:55-9:05

*Overview of the Draft
FMTP Investment Element*

9:05-9:15

*Intro to Process for Reviewing
Draft FMTP*

9:15-9:30

Facilitated Discussion

Hal Beardall, FCRC

9:15-9:30

Chapter 1: *Introduction
and Freight Goals*

9:30-10:15

Chapter 2: *Freight System
Performance and Issues*

10:15-10:30

Break

10:30-12:00

Facilitated Discussion

Hal Beardall, FCRC

10:30-10:45

Chapter 3: *Florida Freight Network
And Florida Freight Project Definition*

10:45-11:30

Chapter 4: *Prioritization Process*



AGENDA

Business Forum II: Plan Review April 2, 2014 Orlando, FL

11:30-11:45	Chapter 5: Florida Freight Project Needs (outline only)	
11:45-12:00	Chapter 6: Funding, Financing, And Next Steps (outline only)	
12:00-1:30	Lunch	
1:30-2:30	Anatomy of a High Priority Freight Project By Mode	Ed Lee, FDOT
2:30-3:45	Facilitated Discussion	Hal Beardall, FCRC
2:30-3:00	<i>Florida Freight Project Needs/ Freight Needs Survey</i>	
3:00-3:15	Break	
3:15-3:45	<i>Florida Freight Project Needs/ Freight Needs Survey</i>	
3:45-4:00	How FMTP Needs Will Feed the SIS and Other Project Selection/ Funding Processes	Chris Edmonston, FDOT
4:00-4:30	Wrap Up	Ed Lee, FDOT
4:00-4:30	<i>Next Steps</i>	
4:30	<i>Adjourn</i>	

TAB 7
LEGISLATIVE

TAB 7A
LEGISLATIVE:
STATE

Budget/Port Funding

TO BE DISCUSSED AT MEETING

FDOT Legislative Package

TO BE DISCUSSED AT MEETING

Port Management

Amendment No. 1

COMMITTEE/SUBCOMMITTEE ACTION

ADOPTED _____ (Y/N)

ADOPTED AS AMENDED _____ (Y/N)

ADOPTED W/O OBJECTION _____ (Y/N)

FAILED TO ADOPT _____ (Y/N)

WITHDRAWN _____ (Y/N)

OTHER _____

Committee/Subcommittee hearing bill: Transportation & Economic
Development Appropriations Subcommittee
Representative Ray offered the following:

Amendment (with title amendment)

Remove everything after the enacting clause and insert:

Section 1. Paragraph (b) of subsection (3) of section
311.07, Florida Statutes, is amended to read:

311.07 Florida seaport transportation and economic
development funding.—

(3)

(b) Projects eligible for funding by grants under the
program are limited to the following port facilities or port
transportation projects:

1. Transportation facilities within the jurisdiction of
the port.

COMMITTEE/SUBCOMMITTEE AMENDMENT

Bill No. CS/HB 3 (2014)

Amendment No. 1

17 2. The dredging or deepening of channels, turning basins,
18 or harbors.

19 3. The construction or rehabilitation of wharves, docks,
20 structures, jetties, piers, storage facilities, cruise
21 terminals, automated people mover systems, or any facilities
22 necessary or useful in connection with any of the foregoing.

23 4. The acquisition of vessel tracking systems, container
24 cranes, or other mechanized equipment used in the movement of
25 cargo or passengers in international commerce.

26 5. The acquisition of land to be used for port purposes.

27 6. The acquisition, improvement, enlargement, or extension
28 of existing port facilities.

29 7. Environmental protection projects which are necessary
30 because of requirements imposed by a state agency as a condition
31 of a permit or other form of state approval; which are necessary
32 for environmental mitigation required as a condition of a state,
33 federal, or local environmental permit; which are necessary for
34 the acquisition of spoil disposal sites and improvements to
35 existing and future spoil sites; or which result from the
36 funding of eligible projects listed in this paragraph.

37 8. Transportation facilities as defined in s. 334.03(30)
38 which are not otherwise part of the Department of
39 Transportation's adopted work program.

40 9. Intermodal access projects.

41 10. Construction or rehabilitation of port facilities as
42 defined in s. 315.02, excluding any park or recreational

Amendment No. 1

43 facilities, in ports listed in s. 311.09(1) with operating
44 revenues of \$5 million or less, provided that such projects
45 create economic development opportunities, capital improvements,
46 and positive financial returns to such ports.

47 11. Seaport master plan or strategic plan development or
48 updates, including the purchase of data to support such plans,
49 and asset management plans.

50 Section 2. Subsection (7) of section 311.101, Florida
51 Statutes, is amended to read:

52 311.101 Intermodal Logistics Center Infrastructure Support
53 Program.—

54 (7) Beginning in fiscal year 2014-2015, at least ~~2012-~~
55 ~~2013, up to~~ \$5 million per year shall be made available from the
56 State Transportation Trust Fund for the program. The Department
57 of Transportation shall include projects proposed to be funded
58 under this section in the tentative work program developed
59 pursuant to s. 339.135(4).

60 Section 3. Section 311.103, Florida Statutes, is created
61 to read:

62 311.103 Designation of state freight logistics zones.—

63 (1) As used in this section, the term "freight logistics
64 zone" means a grouping of activities and infrastructure
65 associated with freight transportation and related services
66 within a defined area around an intermodal logistics center as
67 defined in s. 311.101(2).

68 (2) A county, or two or more contiguous counties, may

Amendment No. 1

69 designate a geographic area or areas within its jurisdiction as
70 a freight logistics zone. The designation must be accompanied by
71 a strategic plan adopted by the county or counties. At a
72 minimum, the strategic plan must include, but is not limited to:

73 (a) A map depicting the geographic area or areas to be
74 included within the designation.

75 (b) Identification of the existing or planned freight
76 facilities or logistics clusters located within the designated
77 zone.

78 (c) Identification of existing transportation
79 infrastructure, such as roads, rail, airports, and seaports,
80 within or in close proximity to the proposed freight logistics
81 zone.

82 (d) Identification of existing workforce availability
83 within or in close proximity to the proposed zone.

84 (e) Identification of any existing or planned local,
85 state, or federal workforce training capabilities available for
86 a business seeking to locate or expand within the proposed zone.

87 (f) Identification of any local, state, or federal plans,
88 including transportation, seaport, or airport plans, concerning
89 the movement of freight within or in close proximity to the
90 proposed zone.

91 (g) Identification of financial or other local government
92 incentives to encourage new development, expansion of existing
93 development, or redevelopment within the proposed zone.

94 (h) Documentation that the plan is consistent with

Amendment No. 1

95 applicable local government comprehensive plans and adopted
96 long-range transportation plans of a Metropolitan Planning
97 Organization, where applicable.

98 (3) Projects within freight logistics zones designated
99 pursuant to this section, which are consistent with the Freight
100 Mobility and Trade Plan developed in accordance with s.
101 334.044(33), may be eligible for priority in state funding and
102 incentive programs relating to freight logistics zones,
103 including applicable programs identified in parts I, III, and V
104 of chapter 288.

105 (4) When evaluating projects within a designated freight
106 logistics zone for purposes of determining funding or incentive
107 program eligibility under this section, consideration must be
108 given to:

109 (a) The presence of an existing or planned intermodal
110 logistics center within the freight logistics zone.

111 (b) Whether the project serves a strategic state interest.

112 (c) Whether the project facilitates the cost-effective and
113 efficient movement of goods.

114 (d) The extent to which the project contributes to
115 economic activity, including job creation, increased wages, and
116 revenues.

117 (e) The extent to which the project efficiently interacts
118 with and supports the existing or planned transportation
119 network.

120 (f) The amount of investment or commitments made by the

Amendment No. 1

owner or developer of the existing or proposed facility.

(g) The extent to which the county or counties have commitments with private sector businesses planning to locate operations within the freight logistics zone.

(h) Demonstrated local financial support and commitment to the project, including in-kind contributions.

Section 4. Section 311.141, Florida Statutes, is created to read:

311.141 Florida seaports continuity of operations and resumption of trade plan, and asset management planning.-

(1) The Department of Transportation, in consultation with the Division of Emergency Management and the Florida Seaport Transportation and Economic Development Council, and other appropriate partners, shall review the need for, and, if needed, develop, a statewide all-hazards economic recovery and resumption of trade plan for Florida's seaports listed in s. 311.09. The review shall examine existing continuity of operations plans at the seaports and at other appropriate agencies and shall identify any gaps or needed linkages to ensure expedited resumption of business operations following any major incident at a Florida port. This review shall also include examining current procedures and planning developed pursuant to s. 252.35 to identify any changes needed to ensure appropriate integration of this plan into statewide emergency management plans.

(2) The Department of Transportation, in consultation with

Amendment No. 1

147 the Florida Seaport Transportation and Economic Development
148 Council, shall examine the need for, and possible benefits from,
149 implementation of a consistent asset management program at each
150 of Florida's seaports listed in s. 311.09(1). Any asset
151 management plans developed will identify systematic and
152 coordinated activities and practices to optimally and
153 sustainably manage assets and asset systems, their associated
154 performance, risks and expenditures over their lifecycles for
155 the purposes of achieving statewide transportation and economic
156 development goals as well as goals of the seaport's strategic
157 plan.

158 Section 5. Subsection (2) of section 320.525, Florida
159 Statutes, is amended to read:

160 320.525 Port vehicles and equipment; definition;
161 exemption.—

162 (2) Port vehicles and equipment shall be exempt from the
163 provisions of this chapter which require the registration of
164 motor vehicles, the payment of license taxes, and the display of
165 license plates when operated or used within the port facility of
166 any deepwater port of this state, as listed in s. 403.021(9)(b),
167 for the purpose of transporting cargo, containers, or other
168 equipment:

169 (a) From wharves to storage areas or terminals and return
170 to wharves within the port; ~~and~~

171 (b) From such storage areas or terminals to other storage
172 areas or terminals within the port; and—

Amendment No. 1

173 (c) On public roads connecting port facilities of a single
174 deepwater port listed in s. 403.021(9)(b), that are designated
175 as Port District Roads for the purpose of transporting cargo,
176 containers, and other equipment. Port District Roads shall be
177 designated by the Department of Transportation with appropriate
178 signage.

179 Section 6. This act shall take effect July 1, 2014.
180
181
182

183 -----
184 **T I T L E A M E N D M E N T**

185 Remove everything before the enacting clause and insert:
186 An act relating to freight and trade; amending s. 311.07, F.S.,
187 providing that seaport asset management plans are eligible for
188 funding from the Florida Seaport Transportation and Economic
189 Development Program; amending s. 311.101, F.S.; revising the
190 amount of funds to be annually made available from the State
191 Transportation Trust Fund for the Intermodal Logistics Center
192 Infrastructure Support Program; creating s. 311.103, F.S.;
193 defining the term "freight logistics zone"; authorizing a county
194 or two or more contiguous counties to designate a geographic
195 area or areas within its jurisdiction as a freight logistics
196 zone; requiring the adoption of a strategic plan which must
197 include certain information; providing that certain projects
198 within freight logistics zones may be eligible for priority in

COMMITTEE/SUBCOMMITTEE AMENDMENT

Bill No. CS/HB 3 (2014)

Amendment No. 1

199 state funding and certain incentive programs; providing
200 evaluation criteria for freight logistics zones; creating s.
201 311.141, F.S.; providing for a review and the development of a
202 all-hazard recovery plan for seaports; providing for asset
203 management programs for seaports; amending s. 320.525, F.S.,
204 providing that certain public roads may be designated as port
205 district roads; requiring authorization from the Department of
206 Transportation and signage; providing an effective date.

Environmental/Regulatory

By the Committee on Governmental Oversight and Accountability

585-02226-14

20141648__

A bill to be entitled
An act relating to public records and meetings;
amending s. 119.01, F.S.; revising the general state
policy on public records; requiring certain
information to be open for inspection and copying if
public funds are used in payment of dues or membership
contributions; providing an exception; amending s.
119.011, F.S.; defining the terms "confidential and
exempt" and "exempt"; amending s. 119.07, F.S.;
providing that public records requests need not be in
writing unless otherwise required by law; requiring
the custodian of public records to provide a statutory
citation to the requester if a written request is
required; restricting the special service charge
assessed by an agency in producing records; amending
s. 119.0701, F.S.; revising contract requirements
between a public agency and a contractor; creating s.
119.0702, F.S.; requiring each agency to provide
training on the requirements of ch. 119, F.S.;
amending s. 119.12, F.S.; specifying a reasonable cost
of enforcement; providing that a party filing an
action against certain agencies is not required to
serve a copy of a pleading claiming attorney fees on
the Department of Financial Services; requiring an
agency to provide notice of such pleading to the
department; authorizing the department to join the
agency in defense of such suit; amending s. 286.011,
F.S.; providing that a party filing an enforcement
action against a board or commission of a state agency

585-02226-14

20141648__

is not required to serve a copy of a pleading claiming attorney fees on the Department of Financial Services; requiring the board or commission to provide notice of such pleading to the department; authorizing the department to join the board or commission in defense of such suit; amending ss. 257.35, 383.402, 497.140, 627.311, 627.351, 943.031, and 943.0313; conforming cross-references to changes made by the act; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsection (3) of section 119.01, Florida Statutes, is amended to read:

119.01 General state policy on public records.—

(3)(a) If Public funds may not be ~~are~~ expended by an agency in payment of dues or membership contributions to a for any person, as defined in s. 1.01, unless the following corporation, ~~foundation, trust, association, group, or other organization,~~ all the financial, business, and membership records of such person are open for inspection and copying: ~~that person,~~ ~~corporation, foundation, trust, association, group, or other organization which pertain to the public agency are public records and subject to the provisions of s. 119.07~~

1. All financial, business, and membership records that pertain to the agency from which or on whose behalf the payment of dues or membership contribution is made.

2. Any other record that a person has shared publicly, or has presented to or shared with its members generally for no

585-02226-14

20141648__

cost other than the payment of dues or membership contributions.

(b) Information that is otherwise made confidential or exempt pursuant to state or federal law is not subject to paragraph (a).

Section 2. Section 119.011, Florida Statutes, is amended to read:

119.011 Definitions.—As used in this chapter, the term:

(1) "Actual cost of duplication" means the cost of the material and supplies used to duplicate the public record, but does not include labor cost or overhead cost associated with such duplication.

(2) "Agency" means any state, county, district, authority, or municipal officer, department, division, board, bureau, commission, or other separate unit of government created or established by law including, for the purposes of this chapter, the Commission on Ethics, the Public Service Commission, ~~and~~ the Office of Public Counsel, and any other public or private agency, person, partnership, corporation, or business entity acting on behalf of any public agency.

(3) "Confidential and exempt" means a record or information that, pursuant to a specific statutory exemption, is not subject to inspection or copying by the public and may be released only to those persons and entities designated in the exemption.

(4) (a) ~~(3) (a)~~ "Criminal intelligence information" means information with respect to an identifiable person or group of persons collected by a criminal justice agency in an effort to anticipate, prevent, or monitor possible criminal activity.

(b) "Criminal investigative information" means information with respect to an identifiable person or group of persons

585-02226-14

20141648__

88 compiled by a criminal justice agency in the course of
89 conducting a criminal investigation of a specific act or
90 omission, including, but not limited to, information derived
91 from laboratory tests, reports of investigators or informants,
92 or any type of surveillance.

93 (c) "Criminal intelligence information" and "criminal
94 investigative information" do ~~shall~~ not include:

95 1. The time, date, location, and nature of a reported
96 crime.

97 2. The name, sex, age, and address of a person arrested or
98 of the victim of a crime except as provided in s. 119.071(2)(h).

99 3. The time, date, and location of the incident and of the
100 arrest.

101 4. The crime charged.

102 5. Documents given or required by law or agency rule to be
103 given to the person arrested, except as provided in s.
104 119.071(2)(h), and, except that the court in a criminal case may
105 order that certain information required by law or agency rule to
106 be given to the person arrested be maintained in a confidential
107 manner and exempt from the provisions of s. 119.07(1) until
108 released at trial if it is found that the release of such
109 information would:

110 a. Be defamatory to the good name of a victim or witness or
111 would jeopardize the safety of such victim or witness; and

112 b. Impair the ability of a state attorney to locate or
113 prosecute a codefendant.

114 6. Informations and indictments except as provided in s.
115 905.26.

116 (d) With the exception of information in cases that are

585-02226-14

20141648__

117 barred from prosecution under s. 775.15 or another statute of
118 limitation, the term ~~word~~ "active" has ~~shall have~~ the following
119 meaning:

120 1. Criminal intelligence information is ~~shall be~~ considered
121 "active" if ~~as long as~~ it is related to intelligence gathering
122 conducted with a reasonable, good faith belief that it will lead
123 to detection of ongoing or reasonably anticipated criminal
124 activities.

125 2. Criminal investigative information is ~~shall be~~
126 considered "active" if ~~as long as~~ it is related to an ongoing
127 investigation that is being conducted ~~which is continuing~~ with a
128 reasonable, good faith anticipation of securing an arrest or
129 prosecution in the foreseeable future.

130 3. ~~In addition,~~ Criminal intelligence information and
131 criminal investigative information are ~~shall be~~ considered
132 "active" if ~~while~~ such information is directly related to
133 pending prosecutions or appeals. ~~The word "active" shall not~~
134 ~~apply to information in cases which are barred from prosecution~~
135 ~~under the provisions of s. 775.15 or other statute of~~
136 ~~limitation.~~

137 (5)(4) "Criminal justice agency" means:

138 (a) A ~~Any~~ law enforcement agency, court, or prosecutor;

139 (b) Another ~~Any other~~ agency charged by law with criminal
140 law enforcement duties;

141 (c) An ~~Any~~ agency having custody of criminal intelligence
142 information or criminal investigative information for the
143 purpose of assisting such law enforcement agencies in the
144 conduct of active criminal investigation or prosecution or for
145 the purpose of litigating civil actions under the Racketeer

585-02226-14

20141648__

146 Influenced and Corrupt Organization Act, during the time that
147 such agencies are in possession of criminal intelligence
148 information or criminal investigative information pursuant to
149 their criminal law enforcement duties; or

150 (d) The Department of Corrections.

151 (6)~~(5)~~ "Custodian of public records" means the elected or
152 appointed state, county, or municipal officer charged with the
153 responsibility of maintaining the office having public records,
154 or his or her designee.

155 (7)~~(6)~~ "Data processing software" means the programs and
156 routines used to employ and control the capabilities of data
157 processing hardware, including, but not limited to, operating
158 systems, compilers, assemblers, utilities, library routines,
159 maintenance routines, applications, and computer networking
160 programs.

161 (8)~~(7)~~ "Duplicated copies" means new copies produced by
162 duplicating, as defined in s. 283.30.

163 (9) "Exempt" means a record or information that, pursuant
164 to a specific statutory exemption, is not subject to inspection
165 or copying by the public. However, such exempt records or
166 information may be disclosed or made available for inspection or
167 copying by the public at the discretion of the custodian of
168 public records, who shall determine whether there is a statutory
169 or other substantial need for disclosure.

170 (10)~~(8)~~ "Exemption" means a provision of general law which
171 provides that a specified record or meeting, or portion thereof,
172 is not subject to the access requirements of s. 119.07(1), s.
173 286.011, or s. 24, Art. I of the State Constitution.

174 (11)~~(9)~~ "Information technology resources" means data

585-02226-14

20141648__

processing hardware and software and services, communications, supplies, personnel, facility resources, maintenance, and training.

(12)~~(10)~~ "Paratransit" has the same meaning as provided in s. 427.011.

(13)~~(11)~~ "Proprietary software" means data processing software that is protected by copyright or trade secret laws.

(14)~~(12)~~ "Public records" means all documents, papers, letters, maps, books, tapes, photographs, films, sound recordings, data processing software, or other material, regardless of the physical form, characteristics, or means of transmission, made or received pursuant to law or ordinance or in connection with the transaction of official business by any agency.

(15)~~(13)~~ "Redact" means to conceal from a copy of an original public record, or to conceal from an electronic image that is available for public viewing, that portion of the record containing exempt or confidential information.

(16)~~(14)~~ "Sensitive," as it relates to ~~for purposes of defining~~ agency-produced software ~~that is sensitive~~, means only those portions of the ~~data processing~~ software, including the specifications and documentation, which are used to:

(a) Collect, process, store, and retrieve information that is exempt from s. 119.07(1);

(b) Collect, process, store, and retrieve financial management information of the agency, such as payroll and accounting records; or

(c) Control and direct access authorizations and security measures for automated systems.

585-02226-14

20141648__

204 Section 3. Present paragraphs (c) through (i) of subsection
205 (1) of section 119.07, Florida Statutes, are redesignated as
206 paragraphs (d) through (j), respectively, present paragraph (i)
207 of that subsection is amended, a new paragraph (c) is added to
208 that subsection, and paragraph (d) of subsection (4) of that
209 section is amended, to read:

210 119.07 Inspection and copying of records; photographing
211 public records; fees; exemptions.—

212 (1)

213 (c) A public records request need not be made in writing
214 unless otherwise required by law. If a written request is
215 required by law, the custodian of public records must provide
216 the statutory citation to the requester.

217 ~~(j)-(i)~~ The absence of a civil action instituted for the
218 purpose stated in paragraph (h) ~~(g)~~ does not relieve the
219 custodian of public records of the duty to maintain the record
220 as a public record if the record is in fact a public record
221 subject to public inspection and copying under this subsection
222 and does not otherwise excuse or exonerate the custodian of
223 public records from any unauthorized or unlawful disposition of
224 such record.

225 (4) The custodian of public records shall furnish a copy or
226 a certified copy of the record upon payment of the fee
227 prescribed by law. If a fee is not prescribed by law, the
228 following fees are authorized:

229 (d) If the nature or volume of public records requested to
230 be inspected or copied pursuant to this subsection is such as to
231 require extensive use of information technology resources or
232 extensive clerical or supervisory assistance by personnel of the

585-02226-14

20141648__

agency involved, or both, the agency may charge, in addition to the actual cost of duplication, a reasonable special service charge, ~~which shall be reasonable and shall be~~ based on the actual cost incurred or attributable to the agency for such extensive use of information technology resources or the labor cost of the personnel providing the service that is actually incurred by the agency or attributable to the agency for the clerical and supervisory assistance required, or both. The cost of clerical or supervisory assistance may not exceed the rate of the lowest paid personnel capable of providing such clerical or supervisory assistance, and excludes employer-paid health insurance premiums and other employer-paid benefits.

Section 4. Subsection (2) of section 119.0701, Florida Statutes, is amended to read:

119.0701 Contracts; public records.—

(2) In addition to other contract requirements provided by law, each ~~public agency~~ contract between a public agency and a contractor ~~for services~~ must include a provision that requires the contractor to comply with public records laws, specifically to:

(a) Keep and maintain public records that ordinarily and necessarily would be required by the public agency in order to perform the service.

(b) Provide the public with access to public records on the same terms and conditions that the public agency would provide the records and at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.

(c) Ensure that public records that are exempt or confidential and exempt from public records disclosure

585-02226-14

20141648__

requirements are not disclosed except as authorized by law.

(d) Meet all requirements for retaining public records and transfer~~7~~ at no cost~~7~~ to the public agency all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the public agency in a format that is compatible with the information technology systems of the public agency.

(e) Notify the public agency's custodian of public records before denying a request to inspect or copy a record held by the contractor. This requirement does not impose any additional duty on the public agency.

(f) Notify the public agency if the contractor is served with a civil action to enforce the provisions of this chapter. This requirement does not impose any additional duty on the public agency.

Section 5. Section 119.0702, Florida Statutes, is created to read:

119.0702 Training of agency staff.—Each agency must provide training on the requirements of this chapter to each of its employees. The training provided shall be commensurate with an employee's duties.

Section 6. Section 119.12, Florida Statutes, is amended to read:

119.12 Attorney ~~Attorney's~~ fees.—

(1) If a civil action is filed against an agency to enforce the provisions of this chapter and if the court determines that such agency unlawfully refused to permit a public record to be

585-02226-14

20141648__

inspected or copied, the court shall assess and award, against the ~~agency~~ responsible agency, the reasonable costs of enforcement ~~including reasonable attorneys' fees~~.

(2) The reasonable costs of enforcement include, but are not limited to, reasonable attorney fees, including those fees incurred in litigating entitlement to, and the determination or quantification of, attorney fees for the underlying civil action. At a minimum, the court shall award the reasonable costs of enforcement for those counts upon which the plaintiff prevailed.

(3) Notwithstanding s. 284.30, a party filing an action against the state or any of its agencies covered by the State Risk Management Trust Fund to enforce the provisions of this chapter is not required to serve a copy of the pleading claiming attorney fees on the Department of Financial Services. In order to have attorney fees paid by the State Risk Management Trust Fund, the agency against whom the action is brought shall provide notice to the department of the pleading claiming attorney fees upon receipt. The department may participate with the agency in the defense of the suit and any appeal thereof with respect to the attorney fees.

Section 7. Subsection (4) of section 286.011, Florida Statutes, is amended to read:

286.011 Public meetings and records; public inspection; criminal and civil penalties.—

(4)(a) Whenever an action has been filed against a ~~any~~ board or commission of a ~~any~~ state agency or authority or an ~~any~~ agency or authority of a ~~any~~ county, municipal corporation, or political subdivision to enforce the provisions of this section

585-02226-14

20141648__

or to invalidate the actions of any such board, commission, agency, or authority, which action was taken in violation of this section, and the court determines that the defendant or defendants to such action acted in violation of this section, the court shall assess a reasonable attorney ~~attorney's~~ fee against such agency, and may assess a reasonable attorney ~~attorney's~~ fee against the individual filing such an action if the court finds it was filed in bad faith or was frivolous. Any fees so assessed may be assessed against the individual member or members of such board or commission; provided, that in any case where the board or commission seeks the advice of its attorney and such advice is followed, ~~no~~ such fees may not ~~shall~~ be assessed against the individual member or members of the board or commission. However, this subsection does ~~shall~~ not apply to a state attorney or his or her duly authorized assistants or any officer charged with enforcing the provisions of this section.

(b) Notwithstanding s. 284.30, a party filing an action to enforce the provisions of this section against a board or commission of a state agency is not required to serve a copy of the pleading claiming attorney fees on the Department of Financial Services. In order to have attorney fees paid by the State Risk Management Trust Fund, the board or commission against whom the action is brought shall provide notice to the department of the pleading claiming attorney fees upon receipt. The department may participate with the board or commission in the defense of the suit and any appeal thereof with respect to the attorney fees.

Section 8. Subsection (1) of section 257.35, Florida

585-02226-14

20141648__

Statutes, is amended to read:

257.35 Florida State Archives.—

(1) There is created within the Division of Library and Information Services of the Department of State the Florida State Archives for the preservation of those public records, as defined in s. 119.011 ~~s. 119.011(12)~~, manuscripts, and other archival material that have been determined by the division to have sufficient historical or other value to warrant their continued preservation and have been accepted by the division for deposit in its custody. It is the duty and responsibility of the division to:

(a) Organize and administer the Florida State Archives.

(b) Preserve and administer any such records ~~as shall be~~ transferred to its custody; accept, arrange, and preserve them, according to approved archival practices; and allow ~~permit~~ them, at reasonable times and under the supervision of the division, to be inspected and copied.

(c) Assist the records and information management program in the determination of retention values for records.

(d) Cooperate with and assist, insofar ~~insofar~~ as practicable, state institutions, departments, agencies, counties, municipalities, and individuals engaged in activities in the field of state archives, manuscripts, and history and accept from any person any paper, book, record, or similar material that ~~which~~ in the judgment of the division warrants preservation in the state archives.

(e) Provide a public research room where, under rules established by the division, the materials in the state archives may be studied.

585-02226-14

20141648__

(f) Conduct, promote, and encourage research in Florida history, government, and culture and maintain a program of information, assistance, coordination, and guidance for public officials, educational institutions, libraries, the scholarly community, and the general public engaged in such research.

(g) Cooperate with and, ~~insofar~~ as practicable, assist agencies, libraries, institutions, and individuals in projects designed to preserve original source materials relating to Florida history, government, and culture and prepare and publish handbooks, guides, indexes, and other literature directed toward encouraging the preservation and use of the state's documentary resources.

(h) Encourage and initiate efforts to preserve, collect, process, transcribe, index, and research the oral history of Florida government.

(i) Assist and cooperate with the records and information management program in the training and information program described in s. 257.36(1)(g).

Section 9. Subsection (9) of section 383.402, Florida Statutes, is amended to read:

383.402 Child abuse death review; State Child Abuse Death Review Committee; local child abuse death review committees.—

(9) The State Child Abuse Death Review Committee or a local committee shall have access to all information of a law enforcement agency which is not the subject of an active investigation and which pertains to the review of the death of a child. A committee may not disclose ~~any~~ information that is not subject to public disclosure by the law enforcement agency, and active criminal intelligence information or criminal

585-02226-14

20141648__

investigative information, as defined in s. 119.011 ~~s.~~
~~119.011(3)~~, may not be made available for review or access under
this section.

Section 10. Subsection (5) of section 497.140, Florida
Statutes, is amended to read:

497.140 Fees.—

(5) The department shall charge a fee not to exceed \$25 for
the certification of a public record. The fee shall be
determined by rule of the department. The department shall
assess a fee for duplication of a public record as provided in
s. 119.07(4) ~~s. 119.07(1)(a) and (e)~~.

Section 11. Paragraph (b) of subsection (4) of section
627.311, Florida Statutes, is amended to read:

627.311 Joint underwriters and joint reinsurers; public
records and public meetings exemptions.—

(4) The Florida Automobile Joint Underwriting Association:

(b) Shall keep portions of association meetings during
which confidential and exempt underwriting files or confidential
and exempt claims files are discussed exempt from the provisions
of s. 286.011 and s. 24(b), Art. I of the State Constitution.
All closed portions of association meetings shall be recorded by
a court reporter. The court reporter shall record the times of
commencement and termination of the meeting, all discussion and
proceedings, the names of all persons present at any time, and
the names of all persons speaking. No portion of any closed
meeting shall be off the record. Subject to the provisions of
this paragraph and s. 119.07(1)(e)-(g) ~~s. 119.07(1)(d)-(f)~~, the
court reporter's notes of any closed meeting shall be retained
by the association for a minimum of 5 years. A copy of the

585-02226-14

20141648__

transcript, less any confidential and exempt information, of any closed meeting during which confidential and exempt claims files are discussed shall become public as to individual claims files after settlement of that claim.

Section 12. Paragraph (x) of subsection (6) of section 627.351, Florida Statutes, is amended to read:

627.351 Insurance risk apportionment plans.—

(6) CITIZENS PROPERTY INSURANCE CORPORATION.—

(x)1. The following records of the corporation are confidential and exempt from ~~the provisions of~~ s. 119.07(1) and s. 24(a), Art. I of the State Constitution:

a. Underwriting files, except that a policyholder or an applicant shall have access to his or her own underwriting files. Confidential and exempt underwriting file records may also be released to other governmental agencies upon written request and demonstration of need; such records held by the receiving agency remain confidential and exempt as provided herein.

b. Claims files, until termination of all litigation and settlement of all claims arising out of the same incident, although portions of the claims files may remain exempt, as otherwise provided by law. Confidential and exempt claims file records may be released to other governmental agencies upon written request and demonstration of need; such records held by the receiving agency remain confidential and exempt as provided herein.

c. Records obtained or generated by an internal auditor pursuant to a routine audit, until the audit is completed, or if the audit is conducted as part of an investigation, until the

585-02226-14

20141648__

investigation is closed or ceases to be active. An investigation is considered "active" while the investigation is being conducted with a reasonable, good faith belief that it could lead to the filing of administrative, civil, or criminal proceedings.

d. Matters reasonably encompassed in privileged attorney-client communications.

e. Proprietary information licensed to the corporation under contract and the contract provides for the confidentiality of such proprietary information.

f. All information relating to the medical condition or medical status of a corporation employee which is not relevant to the employee's capacity to perform his or her duties, except as otherwise provided in this paragraph. Information that is exempt shall include, but is not limited to, information relating to workers' compensation, insurance benefits, and retirement or disability benefits.

g. Upon an employee's entrance into the employee assistance program, a program to assist any employee who has a behavioral or medical disorder, substance abuse problem, or emotional difficulty which affects the employee's job performance, all records relative to that participation shall be confidential and exempt from ~~the provisions of~~ s. 119.07(1) and s. 24(a), Art. I of the State Constitution, except as otherwise provided in s. 112.0455(11).

h. Information relating to negotiations for financing, reinsurance, depopulation, or contractual services, until the conclusion of the negotiations.

i. Minutes of closed meetings regarding underwriting files,

585-02226-14

20141648__

and minutes of closed meetings regarding an open claims file until termination of all litigation and settlement of all claims with regard to that claim, except that information otherwise confidential or exempt by law shall be redacted.

2. If an authorized insurer is considering underwriting a risk insured by the corporation, relevant underwriting files and confidential claims files may be released to the insurer provided the insurer agrees in writing, notarized and under oath, to maintain the confidentiality of such files. If a file is transferred to an insurer, that file is no longer a public record because it is not held by an agency subject to the provisions of the public records law. Underwriting files and confidential claims files may also be released to staff and the board of governors of the market assistance plan established pursuant to s. 627.3515, who must retain the confidentiality of such files, except such files may be released to authorized insurers that are considering assuming the risks to which the files apply, provided the insurer agrees in writing, notarized and under oath, to maintain the confidentiality of such files. Finally, the corporation or the board or staff of the market assistance plan may make the following information obtained from underwriting files and confidential claims files available to licensed general lines insurance agents: name, address, and telephone number of the residential property owner or insured; location of the risk; rating information; loss history; and policy type. The receiving licensed general lines insurance agent must retain the confidentiality of the information received.

3. A policyholder who has filed suit against the

585-02226-14

20141648__

corporation has the right to discover the contents of his or her own claims file to the same extent that discovery of such contents would be available from a private insurer in litigation as provided by the Florida Rules of Civil Procedure, the Florida Evidence Code, and other applicable law. Pursuant to subpoena, a third party has the right to discover the contents of an insured's or applicant's underwriting or claims file to the same extent that discovery of such contents would be available from a private insurer by subpoena as provided by the Florida Rules of Civil Procedure, the Florida Evidence Code, and other applicable law, and subject to any confidentiality protections requested by the corporation and agreed to by the seeking party or ordered by the court. The corporation may release confidential underwriting and claims file contents and information as it deems necessary and appropriate to underwrite or service insurance policies and claims, subject to any confidentiality protections deemed necessary and appropriate by the corporation.

4. Portions of meetings of the corporation are exempt from ~~the provisions of~~ s. 286.011 and s. 24(b), Art. I of the State Constitution wherein confidential underwriting files or confidential open claims files are discussed. All portions of corporation meetings which are closed to the public shall be recorded by a court reporter. The court reporter shall record the times of commencement and termination of the meeting, all discussion and proceedings, the names of all persons present at any time, and the names of all persons speaking. No portion of any closed meeting shall be off the record. Subject to the provisions hereof and s. 119.07(1)(e)-(g) ~~s. 119.07(1)(d)-(f)~~, the court reporter's notes of any closed meeting shall be

585-02226-14

20141648__

retained by the corporation for a minimum of 5 years. A copy of the transcript, less any exempt matters, of any closed meeting wherein claims are discussed shall become public as to individual claims after settlement of the claim.

Section 13. Paragraph (b) of subsection (9) of section 943.031, Florida Statutes, is amended to read:

943.031 Florida Violent Crime and Drug Control Council.—

(9) CONFIDENTIALITY; EXEMPTED PORTIONS OF COUNCIL MEETINGS AND RECORDS.—

(b) The Florida Violent Crime and Drug Control Council is ~~shall be~~ considered a "criminal justice agency," as that term is defined in s. 119.011 ~~within the definition of s. 119.011(4).~~

Section 14. Subsection (7) of section 943.0313, Florida Statutes, is amended to read:

943.0313 Domestic Security Oversight Council.—The Legislature finds that there exists a need to provide executive direction and leadership with respect to terrorism prevention, preparation, protection, response, and recovery efforts by state and local agencies in this state. In recognition of this need, the Domestic Security Oversight Council is hereby created. The council shall serve as an advisory council pursuant to s. 20.03(7) to provide guidance to the state's regional domestic security task forces and other domestic security working groups and to make recommendations to the Governor and the Legislature regarding the expenditure of funds and allocation of resources related to counter-terrorism and domestic security efforts.

(7) AGENCY DESIGNATION.—For purposes of this section, the Domestic Security Oversight Council is ~~shall be~~ considered a criminal justice agency, as that term is defined in s. 119.011

585-02226-14

20141648__

581 ~~within the definition of s. 119.011(4).~~

582 Section 15. This act shall take effect July 1, 2014.

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collection methods authorized by law are allowed.

(3) Action may be taken to collect any unpaid fine imposed by ss. 112.3144 and 112.3145 within 20 years after the date the final order is rendered.

Section 10. Section 112.3251, Florida Statutes, is created to read:

112.3251 Citizen support and direct-support organizations; standards of conduct.—A citizen support or direct-support organization created or authorized pursuant to law must adopt its own ethics code. The ethics code must contain the standards of conduct and disclosures required under ss. 112.313 and 112.3143(2), respectively. However, an ethics code adopted pursuant to this section is not required to contain the standards of conduct specified in s. 112.313(3) or (7). The citizen support or direct-support organization may adopt additional or more stringent standards of conduct and disclosure requirements, provided that those standards of conduct and disclosure requirements do not otherwise conflict with this part. The ethics code must be conspicuously posted on the website of the citizen support or direct-support organization.

Section 11. Section 112.3261, Florida Statutes, is created to read:

112.3261 Lobbying before governmental entities; registration and reporting.—

(1) As used in this section, the term:

(a) "Governmental entity" means a water management district, a hospital district, a children's services district, an expressway authority as the term "authority" is defined in s. 348.0002, a port authority as the term is defined in s. 315.02,

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or an independent special district with annual revenues of more than \$5 million that exercises ad valorem taxing authority.

(b) "Lobbies" means seeking, on behalf of another person, to influence a governmental entity with respect to a decision of the entity in an area of policy or procurement or an attempt to obtain the goodwill of an entity official or employee.

(c) "Lobbyist" has the same meaning as in s. 112.3215.

(d) "Principal" has the same meaning as in s. 112.3215.

(2) A person may not lobby a governmental entity until such person has registered as a lobbyist with that entity. Such registration shall be due upon initially being retained to lobby and is renewable on a calendar-year basis thereafter. Upon registration, the person shall provide a statement signed by the principal or principal's representative stating that the registrant is authorized to represent the principal. The principal shall also identify and designate its main business on the statement authorizing that lobbyist pursuant to a classification system approved by the governmental entity. Any changes to the information required by this section must be disclosed within 15 days by filing a new registration form. The registration form shall require each lobbyist to disclose, under oath, the following:

(a) The lobbyist's name and business address.

(b) The name and business address of each principal represented.

(c) The existence of any direct or indirect business association, partnership, or financial relationship with any officer or employee of a governmental entity with which he or she lobbies or intends to lobby.

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(d) In lieu of creating its own lobbyist registration forms, a governmental entity may accept a completed legislative branch or executive branch lobbyist registration form.

(3) A governmental entity shall make lobbyist registrations available to the public. If a governmental entity maintains a website, a database of currently registered lobbyists and principals must be available on the entity's website.

(4) A lobbyist shall promptly send a written statement to the governmental entity cancelling the registration for a principal upon termination of the lobbyist's representation of that principal. A governmental entity may remove the name of a lobbyist from the list of registered lobbyists if the principal notifies the entity that a person is no longer authorized to represent that principal.

(5) A governmental entity may establish an annual lobbyist registration fee, not to exceed \$40, for each principal represented. The governmental entity may use the moneys collected only to administer the provisions of this section.

(6) A governmental entity shall be diligent to ascertain whether persons required to register pursuant to this section have complied. A governmental entity may not knowingly authorize a person who is not registered pursuant to this section to lobby the entity.

(7) Upon receipt of a sworn complaint alleging that a lobbyist or principal has failed to register with a governmental entity or has knowingly submitted false information in a report or registration required under this section, the commission shall investigate a lobbyist or principal pursuant to the procedures established under s. 112.324. The commission shall

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697 provide the Governor with a report of its findings and
698 recommendations in any investigation conducted pursuant to this
699 subsection. The Governor is authorized to enforce the
700 commission's findings and recommendations.

701 Section 12. Section 286.012, Florida Statutes, is amended
702 to read:

703 286.012 Voting requirement at meetings of governmental
704 bodies.—A ~~No~~ member of a ~~any~~ state, county, or municipal
705 governmental board, commission, or agency who is present at a
706 ~~any~~ meeting of any such body at which an official decision,
707 ruling, or other official act is to be taken or adopted may not
708 abstain from voting in regard to any such decision, ruling, or
709 act; and a vote shall be recorded or counted for each such
710 member present, unless ~~except when~~, with respect to any such
711 member, there is, or appears to be, a possible conflict of
712 interest under ~~the provisions of~~ s. 112.311, s. 112.313, ~~or~~ s.
713 112.3143, or additional or more stringent standards of conduct,
714 if any, adopted pursuant to s. 112.326. If there is, or appears
715 to be, a possible conflict under s. 112.311, s. 112.313, or s.
716 112.3143, the member shall comply with the disclosure
717 requirements of s. 112.3143. If the only conflict or possible
718 conflict is one arising from the additional or more stringent
719 standards adopted pursuant to s. 112.326, the member shall
720 comply with any disclosure requirements adopted pursuant to s.
721 112.326. If the official decision, ruling, or act occurs in the
722 context of a quasi-judicial proceeding, a member may abstain
723 from voting on such matter if the abstention is to assure a fair
724 proceeding free from potential bias or prejudice ~~In such cases,~~
725 ~~said member shall comply with the disclosure requirements of s.~~

Miscellaneous

Doug Wheeler

Subject: FW: Florida Water and Land Legacy Constitutional Amendment

From: Wood, Jim M. (CO)
Sent: Tuesday, February 04, 2014 9:59 AM
To: Glassman, Howard
Cc: Romig, Robert; Naitove, Robin M; Boxold, Jim; O'Rourke, Gerard; Arens, Yvonne
Subject: Florida Water and Land Legacy Constitutional Amendment

Howard:

At the last MPOAC Staff Director and Governing Board meetings, FDOT was requested to provide a response regarding the possible impact of the Water and Land Legacy Constitutional Amendment (<http://floridawaterlandlegacy.org/>) on transportation programs.

The amendment was analyzed by the Financial Impact Estimating Conference. If passed, the amendment would require that 33% of net revenues from documentary stamp taxes be deposited into the Land Acquisition Trust Fund for twenty years. The impact to the state was estimated to be \$648 million in FY 2015-16, growing to \$1.268 billion in FY 2034-35.

Under current law, documentary stamp tax revenue is distributed into the General Revenue Fund and other trust funds such as the State Transportation Trust Fund (STTF), the Land Acquisition Trust Fund, the State Housing Trust Fund, and others. If the amendment were to pass, future Legislatures would need to determine which programs receiving documentary stamp revenues would be reduced or held harmless. Thus, the impact to the STTF which receives revenue from documentary stamp taxes is unknown at this time.

The transportation programs that currently receive funding from documentary stamp taxes are: the Small County Outreach Program (SCOP), New Starts Transit, **the Strategic Intermodal System (SIS)**, the Florida Rail Enterprise, and the Transportation Regional Incentive Program (TRIP).

If there are any questions, please let me know.

Thanks, Jim

Jim Wood
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Florida Department of Transportation
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Tallahassee, FL 32399-0450
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Securing Florida's Future

March 14, 2014 | Articles | Florida Chamber Insider

Proposed Constitutional Amendment #1 Diverts More Than \$20 Billion From Schools, Water Transportation and Seniors

The Florida Chamber believes a long-term focus and approach to improving water quality is the only way to secure the needs of future Floridians. Changes need to be made to the way we treat water and energy production, but they are changes that can be made without amending the constitution. The Florida Chamber has long believed the constitution should be protected from any and all special interest groups, especially when problems can be fixed without cluttering our constitution.

“I’ve certainly demonstrated my support for buying easements and accomplishing water and wildlife benefits from the use of acquisition programs,” said **Agriculture Commissioner Adam Putnam**. “But I’m troubled by writing into the constitution elements of the budget.”

The land and water amendment, which officially received enough signatures to join the 2014 ballot, will drive one-third of the state’s documentary stamp tax revenue for the next 20 years to conservation spending. How would you feel if you knew that money was being diverted from education, seniors, economic development or vital transportation initiatives?

“Imagine, if every group that wasn’t satisfied with the amount of funding their special program got during the recession decided to do a constitutional amendment and mandate a certain amount of spending, how impossible it would be to balance our state budget?” said **David Hart**, Florida Chamber Executive Vice President. “We’d be like California.”

If we sit back and allow special interests to control Florida's budget, we risk derailing a rebounding economy by draining fundamental projects currently in existence. We must ensure that we don't allow those groups to create the regulations that will place the future of Florida's families and children at stake. Opponents include **Senate President Don Gaetz**, who feels the amendment arbitrarily shifts too much land into state control and **House Speaker Will Weatherford**, who is quoted as saying, "Legislating via constitutional amendments doesn't work in California and it won't work here!"

The Florida Chamber has long worked toward keeping the control of Florida's precious natural resources away from overt and unnecessary government control. Recently, a United States District Judge granted the state of Florida authority to put into practice the most comprehensive water regulations in the nation, a Florida Chamber-backed effort. Under Judge Robert L. Hinkle's ruling, the federal EPA will stop federal rulemaking efforts and allow the Florida Department of Environmental Protection to implement tough and scientifically-backed numeric nutrient criteria (NNC) water regulations to protect waterways from excess nitrogen and phosphorus pollution. This ruling finally closed the chapter on the federal government's efforts to force Florida to impose the only state-specific water rule in the country.

"While we support the land amendment concept, we oppose putting it into the constitution and tying the hands of our state's budget managers who will be forced to put billions of taxpayer dollars into a certain project no matter how necessary," said **Edie Ousley**, Vice President of Public Affairs of the Florida Chamber.

The Florida Chamber will continue to closely monitor the progress of this amendment. Learn more about the Florida Chamber's water policy initiatives by contacting Leticia Adams at ladams@flchamber.com.

Source: <http://www.flchamber.com/article/proposed-constitutional-amendment-1-diverts-20-billion-schools-water-transportation-seniors/>

TAB 7B
LEGISLATIVE:
FEDERAL

Federal Initiatives



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 and CEO

Florida Ports Council DC Fly-In ITINERARY

Monday, May 19, 2014 – Tuesday, May 20, 2014

Monday, May 19, 2014

12:30 p.m.	Organizational Meeting at Florida Washington Office	444 N. Capitol St., Ste. 349
1:45 p.m.	Individual & Group meetings with Congress members	
5:00 p.m.	Florida Port Caucus Briefing	Cannon TBA
6:30 p.m.	Reception	Rayburn TBA
8:00 p.m.	Dinner	Location TBA

Tuesday, May 20, 2014

8:00 a.m.	Breakfast Briefing	Florida House 1 Second St. N.E.
9:30 a.m.	Individual & Group meetings with Congress members	



****Dress is business attire for all meetings.**

For more information contact: Mike Rubin at (850) 222-8028 or mike.rubin@flaports.org

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www.flaports.org

Federal Issues

Water Resources Development Act (WRDA)

TO BE DISCUSSED AT MEETING

MAP-21

TO BE DISCUSSED AT MEETING

Miscellaneous

TO BE DISCUSSED AT MEETING

TAB 8
OTHER ISSUES

TO BE DISCUSSED AT MEETING

TAB 9
ADJOURNMENT

GUEST SPEAKER BIOS



Representative Lake Ray

Committee Membership

Current Committee Assignments

Joint Legislative Auditing Committee **Chair**

Transportation & Economic Development Appropriations Subcommittee **Vice Chair**

Transportation & Highway Safety Subcommittee **Vice Chair**

Economic Affairs Committee

Rulemaking Oversight & Repeal Subcommittee

Member Information

Biographical Information

City of Residence: Jacksonville

Occupation: President of First Coast Manufacturers Association

Spouse: Brenda R. Ray of Virginia

Child(ren): Lake Ray IV, Forrest Ray, Hampton Ray

Education: St. Johns River Junior College, A.A., 1975-1976, Forensics, Student Government; University of Florida, B.S., Civil Engineering, 1976-1981, Delta Upsilon Fraternity, American Society of Civil Engineers

Born: October 4, 1956, Jacksonville, FL

History: Eighth-generation Floridian; Eagle Scout

Religious Affiliation: Methodist

Recreational Interest: Studying the history of Florida and the United States

Legislative Service

Elected to the Florida House of Representatives in 2008, reelected subsequently

Other Public Service

Jacksonville City Council, 1999-2007

Affiliations

Florida Engineering Society

National Society of Professional Engineers

Northside Business Leaders Club

Southside Businessmen's Club

Exchange Club, President, 1995

Executive Association of Jacksonville, President, 1991, past member

Florida Community College of Jacksonville Foundation, past member

Highlights

Lake Ray & Associates, LLC, Principal

Registered Professional Engineer, Florida

Halcrow, Inc., Vice President, 2003-2010

Harbor Engineering Company, President, 1993-2003



Will Seccombe is President and Chief Executive Officer for VISIT FLORIDA. In this role, Mr. Seccombe leads the state's destination marketing organization in partnership with the VISIT FLORIDA Board of Directors and the statewide tourism industry. Mr. Seccombe joined VISIT FLORIDA in March 2008 as Chief Marketing Officer.

As the Official Tourism Marketing Corporation for the State of Florida, VISIT FLORIDA was created by the Florida Legislature in 1996 as a public/private partnership. VISIT FLORIDA's mission is to promote travel and drive visitation to and within Florida, supporting its vision to establish the Sunshine State as the #1 travel destination in the world. In so doing, VISIT FLORIDA adds value and creates value for its statewide tourism industry Partners through cooperative destination marketing programs both domestically and internationally.

Mr. Seccombe has over twenty-three years of professional experience including nineteen years in the Colorado tourism industry. His tourism marketing career began as regional sales manager with Vail Associates, Inc. in 1989. He went on to serve as director of marketing for Loveland Ski Areas with Clear Creek Skiing Corporation in 1992, vice president of marketing for the Denver Metro Convention & Visitors Bureau in 1995 and vice president and chief operating officer with PRACO, LTD in 1999. In 2004, Mr. Seccombe founded Revolution Communications, LLC, a travel marketing firm based in Denver, Colorado.

In 2011, Mr. Seccombe was named one of the "Top Twenty Five Most Extraordinary Minds in Sales & Marketing" by the Hospitality Sales & Marketing Association International and is included in Social Media Marketing Magazine's list of the Top CMO's on Twitter.

In 1989, Mr. Seccombe received a Bachelor of Science degree in Business Administration and Marketing from the Southern Methodist University Edwin L. Cox School of Business. He and his wife, Maryanna, have four children, Elizabeth, Bo, Katie and Caroline.

