



FLORIDA SEAPORTS
CHARTING OUR FUTURE

The Florida Ports Council

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

**FLORIDA PORTS COUNCIL
SUMMER PLANNING
& BOARD MEETING**

June 21-22, 2012

Westin Harbour Island - Tampa

TAB 1
CALL TO ORDER



FLORIDA SEAPORTS

CHARTING OUR FUTURE

Florida Ports Council

AGENDA

FLORIDA PORTS COUNCIL PLANNING & SUMMER BOARD MEETING

June 21st, 2012 – 1:00 pm – 5:00 p.m.
June 22nd, 2012 – 8:00 a.m. – 10:00 a.m.
Tampa - Westin Harbour Island

1. Call to Order, Chairman's Welcome and Opening Comments
2. Roll Call
3. Approval of the Minutes – February 6, 2012 Meeting in Tallahassee
4. Administrative Issues
 - A. President's Comments
 - B. Budget Report
 - C. Governance
 1. Subcommittee Report on Board Nomination Process
 2. Discussion of Revised Dues Restructuring
 - D. Other Issues
 1. Annual Meeting- October 2012
 2. Columbia Trade Mission- December 2012
 3. FSTED Nominating Committee
5. Communications Report
6. Planning
 - A. Organizational:
 1. Dedicated Public Affairs Funding
 2. Miscellaneous

B. Legislative:

1. State:

- a. Port Funding/Budget/Priority Projects
- b. FPFC Bonding Opportunities
- c. DOT Legislative Package
- d. Environmental/Regulatory
- e. Port Security
- f. Miscellaneous

2. Federal:

- a. Federal Initiatives
- b. Issues:
 - i. STA
 - ii. Tiger IV
 - iii. RAMP ACT/HMTF
 - iv. Port Security
- c. Miscellaneous:
 - i. DC Trip July 24-25
 - ii. International Issues

7. Other Issues

8. Adjournment Scheduled for 5:00 p.m. on Thursday
 Scheduled for 10:00 a.m. on Friday

Guest Speakers: Mayor Alvin Brown, Chair, Metro Exports and Ports, U.S. Conference of Mayors

 Governor Haley Barbour, Chair, National Maritime Policy Council

 Representatives from Department of Transportation and
 Department of Economic Opportunity.

TAB 2
ROLL CALL



FLORIDA SEAPORTS
CHARTING OUR FUTURE

Florida Ports Council

ROLL CALL

MEMBER:

DESIGNEE:

STANLEY PAYNE, CANAVERAL

BRAD THORPE, CITRUS

STEVE CERNAK, EVERGLADES

VAL SCHWEC, FERNANDINA

DON WEST, FT. PIERCE

PAUL ANDERSON, JACKSONVILLE

JIM FITTON, KEY WEST

CARLOS BUQUERAS, MANATEE

BILL JOHNSON, MIAMI

MANNY ALMIRA, PALM BEACH

WAYNE STUBBS, PANAMA CITY

CLYDE MATHIS, PENSACOLA

TOMMY PITTS, PORT ST. JOE

WALTER MILLER, ST. PETERSBURG

RICHARD WAINIO, TAMPA

TAB 3
APPROVAL OF MINUTES
FPC MEETING- TALLAHASSEE
FEBRUARY 2012



FLORIDA PORTS COUNCIL
February 6, 2012 - 2:00 p.m. - 5:00 p.m.
Hotel Duval - Tallahassee

Minutes

1. **Call to Order, Chairman's Welcome and Opening Comments**

Co-chairman Val Schwec called the meeting to order at 2:02 p.m.

2. **Roll Call**

Members Present:

Brad Thorpe, Val Schwec, Paul Anderson, Manny Almira, Tommy Pitts, Walter Miller, Bill Johnson, Wayne Stubbs, Clyde Mathis, Glenn Wiltshire (Everglades), Carlos Buqueras, Richard Wainio, Jim Fitton and Stan Payne (via teleconference).

Staff Present:

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

Others Present:

Ram Kancharla, David Anderton, Richard Wesch, Alan Hill, and Bob Armstrong.

Guests:

Representative Lake Ray, FDOT Secretary Ananth Prasad, Francis Gibbs (FDOT), Richard Biter (FDOT), Juan Flores (FDOT), Meredith Dahlrose (FDOT), Manny Mencia (Enterprise Florida) and Ivan Barrios (Enterprise Florida).

3. **Approval of the Minutes from the November 2011 Meeting**

The motion to approve was made by Wayne Stubbs and seconded by Paul Anderson. The motion was approved unanimously.

4. **FPC Board Nominating Committee Report/Election of Officers**

Manny Almira briefed the board on committee activities. The committee first discussed the eligibility of a Port Director employed by a private company serving as chairman of the FPC, and decided it was not an obstacle to eligibility.

Almira said the second task of the committee was the nomination of officers. The committee nominated Bill Johnson for chairman, Schwec as vice chair, and Almira as secretary/treasurer.

Anderson moved to approve the nomination, Carlos Buqueras seconded, and the motion was approved unanimously.

Johnson took over as chair of the meeting. Johnson expressed gratitude for the nomination and stated his goals to equally promote all Florida ports regardless of size.

Johnson recommended a small sub-committee be created to look at the nominating process, stating he believes the process could be improved with more discussion and an opportunity for everyone to speak openly.

5. **President's Comments**

{This section was skipped due to time constraints.}

6. **Acceptance of the FY 2010/2011 Audit Report**

Ram Kancharla said that he had reviewed the audit report and moved to accept it; Almira seconded. Chairman Johnson noted that staff worked on the personnel processes and addressed all audit issues satisfactorily.

7. **Dues Committee Report**

Wayne Stubbs began by thanking Dues Review Committee members for their work on the committee. The committee decided to present one initial recommendation for consideration instead of providing multiple choices.

Stubbs noted the increasing difficulty in administering the dues as they were structured. The committee focused on making the structure more simple and straightforward. They also talked about a limited fee assessment on FSTED dollars only.

Stubbs said the structure must address the current budget needs and be on a progressive scale, due to the varied metrics and revenues of the ports. The committee also looked at tonnage as a determining factor for the dues structure, but found that it was too complicated.

The committee settled on using revenues in determining dues categories for the ports. Stubbs went through the tables on administrative fees and dues, as well as the dues structure, to explain how the categories were divided.

David Anderton stated the charge of the committee was to simplify the dues structure and to provide a steady revenue stream for the FPC. He commented that subject to budget variables, the FPC may need to make adjustments on a yearly basis. Anderton also stated that his staff felt that the dues plus 1 percent was the best structure.

Kancharla said that the committee had very good, candid discussions and agreed that a predictable, reliable structure was needed.

Almira asked if the Port of Palm Beach would be responsible for paying the \$50,000 in dues if it did not receive any FSTED program funding. Stubbs answered, saying yes, but noting that recently, Palm Beach had not been receiving as much in FSTED dollars and therefore, had not been paying an equitable amount in dues.

Johnson added that these changes would not go into effect until Oct. 1, giving the ports time to talk to their boards.

Schwec asked if the structure (based on \$15 million) should be more progressive and calculated on a percentage plus fixed dues. Schwec commented that the structure being discussed may be

hard on small ports and cause problems with their boards. Stubbs stated that the committee had the figures based on 1, 2 and 3 percent assessment. Stubbs distributed the 2 and 3 percent numbers to the board.

Kancharla commented that the ports pay to be represented by the FPC, and that is the cost of doing business. The FPC provides representation regardless of whether there is a hot issue, like port security, or not.

Johnson stated that he preferred the 2 percent fee assessment. He suggested breaking Jaxport and Canaveral apart as another category, instead of being together with Everglades and Miami. Stubbs said that the committee tried not to have categories containing just two ports – but liked the simpler structure.

Johnson raised the importance of making a unified effort. He sees a big benefit of being a united Council, both here and in Washington D.C., and suggested that the bigger ports should pay more for the benefit.

Stubbs suggested that the committee look at the 2 percent option. Schwec stated that he liked the variable and that the total number wasn't the issue, but that the dues need to be tied to the value of the return on the investment made. Anderson stated that there is a strong value added in this organization, in a global sense.

Johnson added that the Florida Ports Council needs to have top staff, to be progressive and proactive, and to make sure that the message gets to Washington. He said Florida ports need to capture this moment in Florida, which is potentially a very pivotal moment in time, both nationally and in Florida – all the ports will benefit.

Glenn Wiltshire commented that anomalies happen at the cut points, and that he had no problem committing Port Everglades to the higher percentage, especially if statutorily codifying the \$15 million in FSTED program funding passes in the Legislature. He said he did like tying the fee amount to the FSTED program funding.

Doug Wheeler asked if the three percent only applied to the \$15 million in FSTED program funding. Stubbs answered that the percentage would apply to the full amount regardless of whether it is higher or lower than the \$15 million.

Johnson commented that there were some concerns about the dues expressed by policymakers, as well as ports, suggesting that they need to be higher. Stubbs expressed the opinion that there is a value in keeping the five top ports together instead of further stratifying and that he thought the Committee should look at the 2 percent fee.

Johnson suggested Miami and Everglades have their base dues increased to \$80,000 or up to as much as \$85,000, from the proposed \$61,000 and disburse those extra dollars among the medium/small ports. Wiltshire agreed with the combination of the change in percentage and flat fee.

Anderson summarized that what the board is asking for is an increase to a 2 percent assessment from the initial 1 percent recommended by the committee and from four to five dues tiers. Stubbs agreed to have staff run the numbers and then distribute.

8. Communications Report

Johnson introduced Jennifer Davis and spoke about the importance of social media. He noted her role in helping the ports get noticed with positive media exposure, linking ports with these positive stories statewide.

Davis expressed her excitement in joining the FPC, acknowledging the importance of economic development in the state. She has already started meeting and speaking with each port's media contacts, but wants to raise the visibility via the media. FPC is getting more engaged with Twitter and is already seeing success in bringing the news to the reporters. For example, when Newt Gingrich mentioned Jaxport in the presidential debate-FPC was able to tweet the story, Jaxport shared the tweet and it spread from there.

Davis indicated FPC wants to hear what ports are doing so it can be shared with Floridians. Not asking for each port to create a Facebook or Twitter account, but offering to share port accomplishments as a service to the ports as members. Davis also requested that the ports send in pictures regularly. She noted that in one month we have increased our reach, adding to an extensive list of reporters statewide as well as nationally.

Davis raised a discussion of forming a committee to look at events nationally and globally where it would be appropriate for the FPC to market Florida ports. Wheeler mentioned the marketing plan created by Raul Alfonso, which provided a snapshot of conferences. Maybe the committee could decide whether or not it is beneficial for members to attend.

Anderson noted that this idea came from an opportunity to participate in a Shanghai conference that Jaxport and Port Miami were discussing. He said they are looking for an event much like the EFI event in Brazil, partnering with EFI as a port event. An international conference focusing on ports only, may be possible next year. The FPC could participate in the event as a group and request that the Governor attend to promote seaports.

GUEST SPEAKER - SECRETARY ANATH PRASAD

Secretary Prasad opened by expressing his appreciation for the support of the FPC and for the opportunity to address the ports. He stated the need to continue to get folks interested in seaports and infrastructure. He also noted that FDOT is committed to filling the gap, but their message to the ILC developers is that the Department is not going to pick the winners and losers; the private market will decide.

He said that the Governor is making the calls on port funding, but noted that the missing links are connecting seaports with rail and logistics supply chains. The Governor is focused on results and return on investments.

Richard Biter (Assistant Secretary Intermodal Systems Development), Juan Flores (State Freight and Logistics Administrator) and Meredith Dahlrose (Seaport Office Manager) from FDOT introduced themselves and gave brief remarks. There were also remarks by Francis Gibbs, chief of staff for FDOT.

GUEST SPEAKER MANNY MENCIA, ENTERPRISE FLORIDA

Manny Mencía, Enterprise Florida (EFI), briefed FPC members on Florida's opportunities in international trade. Mencía talked about Florida's successes after the trade mission to Brazil and about the future trade mission to Colombia.

Johnson said that the FPC needs to communicate and work more effectively with EFI to make sure a unified message is being developed. In addition, the port directors need to provide the FPC with their travel schedules so that FPC can maximize potential opportunities worldwide.

Johnson described the International Trade month events starting with the State of the Ports at the World Trade Center Miami. On April 14, a trade award will be presented to the Governor and there will be international trade events at seaports in Florida.

Mencia stated that it is a statewide initiative in cooperation with the Florida Chamber and Enterprise Florida. The events can be small and organized locally. EFI can assist with Export Seminars including presentation of a canned workshop they can bring to local communities. The Governor will be in Palm Beach on April 16. Johnson indicated the events are intended to market the state, not just ports or logistics/manufacturing.

Mencia asked that the FPC help EFI develop regional targets for prospective businesses to attract to Florida related to the ports or freight movement.

Johnson expressed the need for a committee focused on communications and marketing the state.

9. Legislative Report

A. State

Anderson introduced Representative Lake Ray. Ray stated that he thought it would be a successful year for ports in spite of a session where not many bills would be passed. HB 1399 is the transportation bill that contains the FSTED program funding changes and the addition of funds for the Strategic Port Initiative program. The bill will set a statutory floor-level for port funding. Ray said they are also working on storm water mitigation language. He stated that ports are integral to international trade in the state, noting that after looking at the trade flow study, he realized we need to work on capturing a larger share of the goods coming into Florida from other states and expanding Florida's exports. The issue is improving the flow of cargo, and we can do that with a comprehensive energy strategy and plan. – Florida also needs to provide incentives for the manufacturers and to encourage truckers to convert to natural gas. We can reduce the cost of energy consumption in Florida.

Rep. Ray stated that he wanted to include the following four strategic goals in state transportation planning:

- i. Increasing the flow of domestic and international trade through the state's seaports and airports.
- ii. Increasing the development of intermodal logistic centers in the state.
- iii. Increasing the development of manufacturing industries in the state.
- iv. Increasing the implementation of compressed natural gas (CNG), liquefied natural gas (LNG), and propane energy policies that reduce transportation costs for businesses and residents located in the state.

Mike Rubin briefed directors on legislative matters. He discussed the issue of the license fees which some members of the Legislature are trying to reroute from General Revenue back into the State Transportation Trust Fund. In House discussions, they are considering a \$120 million sweep of the STTF, which will not impact seaport funding in the FDOT bill. Rubin continued that discussions are positive on both sides regarding seaport funding.

Ray talked about the budgetary process and noted the need for port directors to target those legislators who have been there the longest and have more seniority. This will help to ensure they understand the importance of transportation funding before these bills get to Appropriations.

Rubin suggested the directors use the Priority Seaport Projects document in any funding discussions. Johnson encouraged participation in the weekly conference calls regarding legislative matters. Johnson thanked Rep. Ray for his leadership.

B. Federal Report

Anderson started the briefing on federal issues. He relayed that Chairman John Mica of the House Transportation and Infrastructure Committee was working on the release of the Harbor Maintenance Tax funds to be used in full for harbor maintenance. The problem is that the funds have been used to offset the federal deficit and Congress would have to find additional funds. Mica also is working with a coalition of Florida delegates to force the issue to conference. The HMT funds dredging, as well as the spoil site for the dredging activities. Anderson said that this issue is getting more traction and making some progress.

Johnson said it is important to work with congressional delegates who are supportive, especially ones with ports in their districts. We need to do more like the Gulf ports, Great Lakes ports, and California ports are doing with delivery of a unified message for their ports. According to Johnson, Governor Scott is active in D.C. and his team wants to advocate our issues.

Johnson mentioned the AAPA meeting in Washington, D.C., March 19-20, which is their Centennial anniversary. The AAPA nominated Chairman Mica for the Port Person of the Year and he was selected. Jaxport and PortMiami indicated they bought tables at the event; Everglades, Tampa and Canaveral indicated they did as well. Anderson and Johnson encouraged other ports to attend.

Toy Keller talked about the federal transportation reauthorization bill, noting the vast discrepancies between the House and Senate versions. While the House version did not have the Freight Act's investment program or the Projects of National and Regional Significance, there was a failed attempt to amend these things into the bill. As it stands, the bill is mainly a road-oriented bill, though there is a possibility that HMT issue will be added before going to the House floor, along with some of the freight components.

Keller talked about the TIGER IV grants and provided deadlines. Johnson asked if anyone was applying; Almira said the Port of Palm Beach was submitting an application. Keller reminded the directors that the criteria are very similar to previous rounds - the grant application must demonstrate project-readiness. She reminded the members that Fran Bohnsack with MARAD had offered assistance and indicated the USDOT was looking to fund projects that have applied, with no success, for TIGER funds in the past.

11. Adjournment

Wiltshire made a motion to adjourn and Almira seconded at 5:30 p.m. Motion passed.

TAB 4
ADMINISTRATIVE ISSUES

TAB 4A
PRESIDENT'S COMMENTS

TO BE DISCUSSED AT MEETING

TAB 4B
BUDGET REPORT

TO BE DISCUSSED AT MEETING

TAB 4C
GOVERNANCE



FLORIDA SEAPORTS

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

MEMORANDUM

DATE: May 25, 2012

TO: Bill Johnson, Chairman, Florida Ports Council
Florida Ports Council Board of Directors

FROM: Val Schwec, Chair, Nominating Committee Process Review Subcommittee

SUBJECT: Report and Recommendation by the Nominating Committee Process Review Subcommittee

The Nominating Committee Process Review Subcommittee, comprised of Steve Cernak, Paul Anderson, Carlos Buqueras, and myself, met on May 17, 2012, via teleconference and reviewed Article VI of the Florida Seaport Council's bylaws. The agenda included: a discussion on leadership terms; whether a formalized officer succession plan was needed; and, the type of considerations that might be needed, if any, to form the board leadership team.


The Subcommittee discussed various options pertaining to the nomination process including changing the bylaws to allow for two-year terms as opposed to the current one-year term, whether tenure, geography, port size or other criteria should be considered when choosing board leadership, and whether the leadership should have an established formal succession plan.

Although the idea of a two-year term and formal succession plan had its merits (namely continuity, preparation and getting up to speed on board issues, and the additional time needed to complete some initiatives), the Subcommittee unanimously agreed that maintaining board decision making flexibility was paramount.

Although maintaining the current one-year term and informal succession will require an annual nominating committee and a formal vote, it does allow for the board to maintain the rotation of officers, if desired, and/or allow for the re-election of the current officer(s) for another term as the board sees fit.

As to the makeup of the board leadership, the Subcommittee members unanimously agreed that no formal consideration need be given and it should be left to the Board's discretion. One common theme did emerge, however. The board should informally consider the makeup of the Florida legislative leadership and the Governor to see if it would be beneficial to elect certain FPC leadership that would match-up well with the state's leadership. An example cited was that of our current Chairman's relationship with the Governor and its value to the Ports Council as a whole.

In summary, the committee recommends maintaining the current process and terms in order to preserve the current flexibility enjoyed by the FPC board. In the Subcommittee's opinion, the flexibility allotted far outweighs the benefits of a more formal process.

	<u>PORT</u>	<u>GROSS REVENUE</u>		<u>CATEGORY</u>	<u>DUES + 2%</u>	
	EVERGLADES	\$ 139,177,090.00		V	\$ 81,000.00	
	MIAMI	\$ 104,000,000.00		Over 100 Million	\$ 81,000.00	
	CANAVERAL	\$ 58,000,000.00		IV	\$ 61,500.00	
	JACKSONVILLE	\$ 50,871,000.00			\$ 61,500.00	
	TAMPA	\$ 42,009,000.00		Over 40 Million	\$ 61,500.00	
	PALM BEACH	\$ 12,160,000.00		III	\$ 28,000.00	
	MANATEE	\$ 11,928,000.00		over 10 Million -	\$ 28,000.00	
	PANAMA CITY	\$ 11,858,000.00		40 Million	\$ 28,000.00	
	KEY WEST	\$ 4,556,000.00		II	\$ 17,500.00	
	FERNANDINA	\$ 3,400,000.00		1 Million -	\$ 17,500.00	
	PENSACOLA	\$ 2,062,000.00		10 Million	\$ 17,500.00	
	ST. PETERSBURG	\$ 185,000.00			\$ 13,000.00	
	ST. JOE	\$ -		I	\$ 13,000.00	
	CITRUS	\$ -		Under 1 Million	\$ 13,000.00	
	FT. PIERCE	\$ -			\$ 13,000.00	
	DUES				\$ 535,000.00	65%
	FSTED				\$ 300,000.00	35%
	TOTAL				\$ 835,000.00	100%

TAB 4D
OTHER ISSUES



Dear Florida Ports Council,

Registration is now open for the 2012 Future of Florida Forum, October 8-9, 2012 at Disney's Yacht & Beach Club in Orlando. Don't miss this once-a-year opportunity where CEOs, small business owners, chambers of commerce, elected leaders, non-profit and international thought leaders come together to secure Florida's future.

John Doggett, award-winning Senior Lecturer at the McCombs School of Business at The University of Texas at Austin, will join us again this year to continue his conversation on Florida's role in global competitiveness and sustainable energy.

Attendees will also have the opportunity to:

- Meet with leaders presenting long-term recommendations on the Six Pillars of Florida's Future Economy
- Hear how Florida is measuring up with an in-depth Florida Scorecard update
- Network with the best and brightest minds in Florida

Go online [here](#) to register today. Don't forget to reserve your room now by calling Disney's Yacht & Beach Club at (407) 934-3372. Be sure to mention you are with the Florida Chamber Foundation to secure your special rate of \$179.

We look forward to seeing you there!



This once-a-year opportunity brings together CEOs, small business owners, chamber of commerce, elected leaders, non-profit and international thought leaders to secure Florida's future. John Doggett, award-winning Senior Lecturer at the McCombs School of Business at The University of Texas at Austin, will join us again this year to continue his conversation on Florida's role in global competitiveness and sustainable energy.

SUNDAY, OCTOBER 7, 2012

Bring the family and enjoy discounted tickets for Disney Parks and golf at some of Florida's finest courses. Visit www.FloridaChamber.com/2012Forum to take advantage of all Disney has to offer guests of the Future of Florida Forum.

MONDAY, OCTOBER 8, 2012

12:00 p.m.	Registration Opens
4:00 p.m.	<i>Florida Chamber Foundation Board of Trustees Meeting</i>
6:00 p.m.	Opening Reception with Guest Speaker
7:30 p.m.	Dinner on Your Own

TUESDAY, OCTOBER 9, 2012

7:00 a.m.	Registration Opens
8:30 - 10:30 a.m.	Future of Florida Forum Opening Breakfast
10:30 - 11:30 a.m.	State of the State and The Florida Scorecard Update
11:45 - 12:00 p.m.	Break
12:00 - 2:30 p.m.	Chamber Annual Meeting and Chair's Luncheon Keynote Speaker John Doggett, Professor, University of Texas at Austin
2:30 - 2:45 p.m.	Break
2:45 - 4:00 p.m.	Breakouts Sessions #1
4:00 - 4:15 p.m.	Break
4:15 - 5:30 p.m.	Breakouts Sessions #2
5:45 - 7:00 p.m.	Closing Reception with Guest Speaker
7:30 p.m.	Dinner on Your Own

WEDNESDAY, OCTOBER 10, 2012

9:00 a.m. - 1:00 p.m.	<i>Florida Chamber of Commerce Board of Directors Meeting</i>
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Event Title: Team Florida Mission to Colombia

Start Time: Sunday, December 02, 2012

End Time: Thursday, December 06, 2012

Event Location: Bogotá, Colombia

Booth Location:

Event Type: International Trade and Investment

Industry Sector: Various

Region: Latin America & the Caribbean

Contact Person #1	Ivan Barrios	Contact Phone	305-808-3390
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Event Description:

Enterprise Florida (EFI) is a public-private partnership serving as Florida's primary organization devoted to statewide economic development. With a mission to diversify the State's economy and facilitate and support efforts to produce high-paying jobs for Floridians, EFI accomplishes it by supporting, attracting and helping to create businesses in innovative, high-growth industries. And, it is through collaboration with a statewide network of regional and local economic development organizations (stakeholders) that EFI helps to improve Florida's business climate, ensuring the state's global competitiveness.

**FLORIDA SEAPORT TRANSPORTATION AND
ECONOMIC DEVELOPMENT COUNCIL**

ELECTION OF OFFICERS

FSTED COUNCIL OFFICERS

CURRENT

CHAIRMAN: Richard Wainio _____

VICE CHAIRMAN: David McDonald _____

SECRETARY/
TREASURER/CHAIRMAN
WAYS AND MEANS COMMITTEE: Wayne Stubbs _____

FSTED COUNCIL COMMITTEE CHAIRS (appointed by Chairman)

CHAIRMAN
PROJECT REVIEW GROUP Tommy Pitts

CHAIRMAN
SECURITY COMMITTEE Glenn Wiltshire

CHAIRMAN
SEAPORT ENVIRONMENTAL
MANAGEMENT COMMITTEE David Kaufman

TAB 5
COMMUNICATIONS REPORT

Social Media - Twitter

Up by 150 followers since February 2012



FloridaPortsCouncil
@FloridaPorts

Following



The Florida Legislature Invests in Florida Seaports during the 2012 Session, learn more here: flaports.org/UserFiles/2012...
#sayfie #flaports

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Panama Canal

4 RETWEETS 1 FAVORITE

4:00 PM - 12 Mar 12 via web · Embed this Tweet



AAR
@AAR_FreightRail

Follow



.@CSX .@FloridaPorts are working together to meet the #export demands of American #businesses. bit.ly/xFD9kP #Investment

Reply Retweet Favorite



Larry Ehl
@Transpo_Issues

Following



Learning about Florida's very impressive state/local investment in ports to compete for Panama expansion biz. @FloridaPorts @PortMiami

Reply Retweet Favorite

8:17 AM - 10 May 12 via HootSuite · Embed this Tweet

90-day Activity



Twitter

Retweets 92

Mentions 20

Followers 592

Following 305



AAPA
@AAPA_Seaports

Follow



Great news from FL for #ports! MT @FloridaPorts: Legislature Invests in FL Seaports during 2012 Session: ow.ly/2bsemu

Reply Retweet Favorite



Mark Szakonyi
@Szakonyi_JOC

Following



Obama says administration committed to @jaxport dredging so port can handle post-Panamax ships. @FloridaPorts bit.ly/LQvXUB

Reply Retweet Favorite



Denise Grimsley
@denisegrimsley

Following



Great news for @FloridaPorts AP Report: Florida Seaports Booming bit.ly/KUpHfy

Reply Retweet Favorite

2 RETWEETS



7:45 AM - 27 May 12 via Twitter for iPhone · Embed this Tweet

Social Media - Facebook

facebook

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Florida Ports Council

Home



Florida Ports Council
196 likes · 4 talking about this

Organization

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

About

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196

Photos

Likes

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Status


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Event, Milestone +

What's on your mind?

 **Florida Ports Council**
2 hours ago

Great to have Florida DOT, Port of Miami, Port Everglades, Jaxport, Port Manatee and Port of Palm Beach with Governor Rick Scott at priority transportation bill signing



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See All

 **Florida DOT**
The Port of Miami provides 176,000 jobs, \$6.4 billion in...
3 · May 10 at 10:55am

Likes


See All

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

 **Florida Department of Transportation**
Organization

 **Florida Department of Economic Opportunity**
Government Organization

 **Rick Scott**
Politician

 **Florida Chamber of Commerce**
Organization

 **Florida Ports Council** shared a link.
20 hours ago

The Florida Ports Council thanks Governor Rick Scott for signing Florida Department of Transportation bills that include important



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

For Immediate Release:

Contact: Jennifer Krell Davis

Florida Ports Council

jenniferkd@flaports.org

850.509.9124

Florida Legislature Invests in Florida Seaports during the 2012 Legislative Session

TALLAHASSEE, Fla. (March 12, 2012) – The Florida Ports Council released the following statement today on Florida ports issues that were addressed during the 2012 Legislative Session.

“By increasing minimum funding levels and providing new sources of funding for strategic seaport projects, the Florida Legislature demonstrated their commitment to growing Florida’s economy and creating jobs,” stated Doug Wheeler, president of the Florida Ports Council.

“International trade has been identified as the best opportunity for Florida to enhance its economy, and Florida’s ports are the gateway to trade partners all over the globe. We thank the Florida House of Representatives and the Florida Senate for their support and leadership focused on placing Florida as a global competitor.”

Specific issues of note that were passed by the Legislature in the budget, conforming bills, and other substantive legislation include:

1. Increasing the statutory minimum for the Florida Seaport Transportation and Economic Development (FSTED) program from \$8 million to \$15 million. ([SB 1998/HB 599](#))
2. Creating the Strategic Port Investment Initiative with a minimum statutory amount of \$35 million. This new program will be administered by the Florida Department of Transportation (FDOT), in cooperation with Florida seaports. (SB 1998/HB 599)
3. Creating an expedited hearing process for environmental resource permits (dredged material) pursuant to section 120.574, F.S. (SB 1998/HB 599)
4. Appropriating \$135 million in various line items of the Appropriations Bill for identified projects in the FDOT Work Program and the FSTED Program. ([HB 5001](#))
5. Authorizing a new bondable revenue stream of \$10 million, beginning July 1, 2013, for seaport projects in the FDOT “adopted work program.” (SB 1998/HB 599)



Published on *Sunshine State News* (<http://www.sunshinestatenews.com>)

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Florida Ports Council Applauds Boost in Money to Expand Ports

| Posted: March 12, 2012 2:15 PM

With an eye on the expanding global shipping trade, highlighted by the continued widened of the Panama Canal, state legislators upped the amount of money that will be available to upgrade the state's seaports.

Legislators increased the nondesignated port funding from \$117 million in the current year to \$135 million for the next fiscal year and created a \$35 million port investment initiative.

Legislators also have sent a bill to the desk of Gov. Rick Scott that will require challenges to environmental hearings to be held within 30 days, a rule which could help the Port of Miami dredging project to advance.

"International trade has been identified as the best opportunity for Florida to enhance its economy, and Florida's ports are the gateway to trade partners all over the globe," Doug Wheeler, president of the Tallahassee-based Florida Ports Council, stated in a release.

"We thank the Florida House of Representatives and the Florida Senate for their support and leadership focused on placing Florida as a global competitor."

The highlights of the legislative session for the state's 14 designated seaports:

- Increasing the statutory minimum for the Florida Seaport Transportation and Economic Development (FSTED) program from \$8 million to \$15 million ([SB 1998/HB 599](#)).
- Creating the Strategic Port Investment Initiative with a minimum statutory amount of \$35 million. This new program will be administered by the Florida Department of Transportation (FDOT), in cooperation with Florida seaports. Money goes to projects deemed to have statewide or national impact ([SB 1998/HB 599](#)).
- Creating an expedited hearing process for environmental resource permits (dredged material) pursuant to section 120.574, Florida Statutes ([SB 1998/HB 599](#)).

- Appropriating \$135 million in various line items of the Appropriations Bill for identified projects in the FDOT Work Program and the FSTED Program. The Florida Ports Council and FDOT will continue to work throughout the year to allocate the money as needed to the [2012 priority projects list \(HB 5001\)](#).
- Authorizing a new bondable revenue stream of \$10 million, beginning July 1, 2013, for seaport projects in the FDOT "adopted work program" ([SB 1998/HB 599](#)).

See the Sunshine State News series "The Ports of Florida" [here](#).

Previous

- [Insurance Group Praises PIP Bill, Warns of 'a Long Way to Go'](#)
- [Newt Gingrich Holds a Small Lead Over Mitt Romney in Alabama Poll](#)

Next

- [Sorry, U.K. Christians, You Have No Right to Wear Crosses to Work](#)
- [Rick Scott Orders Flags Lowered for Brevard Deputy Barbara Pill](#)

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Source URL: <http://www.sunshinestatenews.com/blog/florida-ports-council-applauds-boost-money-expand-ports>

Jennifer Krell Davis

From: Jennifer Krell Davis
Sent: Friday, May 25, 2012 12:53 PM
To: Jennifer Krell Davis (JenniferKD@flaports.org)
Subject: MEMO: The Five-Year Florida Seaport Mission Plan 2012-2016
Attachments: SeaportMissionPlanExecSummary2012final.pdf



TO: Members of the Media
FROM: Jennifer Krell Davis, Vice President of Public Affairs
Florida Ports Council
DATE: May 24, 2012
RE: The Five-Year Florida Seaport Mission Plan 2012-2016

The Florida Ports Council pleased to announce the release of the report: *Charting a Course for Economic Success: The Five-Year Florida Seaport Mission Plan for 2012 to 2016*. An Executive Summary is attached for your convenience or you may view the full report [here](#).

The report provides 2011 data on trade, cargo and cruise activities at Florida's seaports, as well as providing planned improvements to facilities for the next five years.

Some highlights include:

- International Trade value increased markedly – 2011 was a record year at \$149 billion (up 18.2 percent)
- The value of Florida's waterborne cargo also increased significantly – to \$82.7 billion (up 18.7 percent)
- Florida seaports moved 100 million total tons and 3 million TEUs (twenty-foot equivalent containers) of cargo in 2011.

We are especially pleased that we can provide this new data during Florida World Trade Month and National Maritime Week, which recognizes the significant contributions Florida's seaports make to the local and state economies.

For additional information, please contact Jennifer Krell Davis at jenniferkd@flaports.org or 850.222.8028.

Find us on Twitter and Facebook:



Jennifer Krell Davis

From: Jennifer Krell Davis
Sent: Tuesday, May 29, 2012 11:39 AM
To: Doug Wheeler; Toy Keller; Mike Rubin
Subject: Recap of SMP Media Coverage

Associated Press reported on the release of the Seaport Mission Plan:

Florida seaports booming with cargo, cruises

THE ASSOCIATED PRESS

TALLAHASSEE, Fla. -- Florida's seaports are booming.

The Florida Ports Council released a five-year mission plan Friday. It shows Florida continues to lead the nation in cruise operations while waterborne cargo increased 18.2 percent to \$82.7 billion in 2011.

Florida's ports moved 100 million tons and three million 20-foot equivalent containers of cargo last year.

The 15 seaports contributed to Florida's record year for international trade - \$149 billion.

Florida's \$6.3 billion annual cruise industry handled 13.5 million passengers in 2011, accounting for 60 percent of all U.S. embarkations.

Port Miami, Port Everglades and Port Canaveral lead the nation in cruise passengers.

Other Florida seaports are in Pensacola, Panama City, Port St. Joe, Fernandina Beach, Jacksonville, Citrus County, Tampa, St. Petersburg, Manatee County, Fort Pierce, Palm Beach County and Key West.

(Also in Bay News 9, Lakeland Ledger, The Republic (Indiana), WBFS Miami, WCTV Tallahassee, WPEC West Palm Beach,)

Dredging Today posted our release:

http://www.dredgingtoday.com/2012/05/27/usa-fpc-announces-five-year-florida-seaport-mission-plan/?utm_source=Dredging+Today.com&utm_campaign=f197084838-RSS_EMAIL_CAMPAIGN&utm_medium=email

Representative Denise Grimsley share the Lakeland Ledger AP article via Twitter.

Sunshine State News reported on the cruise numbers. <http://www.sunshinestatenews.com/blog/passenger-counts-increase-florida%E2%80%99s-cruise-ports>

Jennifer Krell Davis

Vice President of Public Affairs

Florida Ports Council

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Published on *Sunshine State News* (<http://www.sunshinestatenews.com>)

International Trade Swells at Florida's Seaports; Trading at a Deficit with China

By: Jim Turner | Posted: May 30, 2012 3:55 AM



Jaxport, Port of Miami tunnel construction project and Port of Panama CityHide

Florida's effort to increase international trade spawned an 18.3 percent growth in the value of traffic through its seaports last year, according to the Florida Ports Council.

The overall goods traveling through Florida's ports in 2011 totaled \$149 billion, of which more than half -- \$82.7 billion -- were exports. The majority of the trade was going to or coming from South America (37.4 percent), Asia and the Middle East (18.8 percent), Europe (15.7 percent), Central America (12.7 percent) and the Caribbean (9.5 percent), the council reported in its annual five-year outlook released on Friday.

"We're just thrilled we're talking growth in the industry, considering the global economic downturn," said Doug Wheeler, Ports Council president.

But he later added, "There are still a lot of empty containers leaving Florida ports. We can still do a lot better at getting these containers filled up leaving Florida's ports than we're doing now."

Getting more Florida exports would require expanding Florida's manufacturing base, as

well as completing a number of prioritized projects -- such as the Port Miami tunnel -- to shorten the time cargo can move from shipping lanes to railroad tracks and interstate highways.

[See port by port import-exports totals here.](#)

Still, the overall totals were the most since 2008, which continue to outpace the trade shipped via air -- \$63.8 billion in value in 2011.

The hook for bulking up the state's ports in advance of the anticipated growth in trade has been the Panama Canal expansion, to be completed in 2015. However, a big reason for the recent growth has been the rise in free-trade agreements with Central and South American countries, some of which have been natural maritime trading partners with Florida.

[See Florida's top trading partners here.](#)

Around the State

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- [Lottery to settle scheduling conflicts among RNC protest groups](#)
- [Pelosi confident court will back health care law](#)
- [Florida Morning: Social media on the campaign trail; transportation spending goes to ports, roads](#)
- [Florida's May unemployment numbers set for release today](#)
- [NASA using unmanned aircraft to analyze inner workings of 2012 hurricanes](#)
- [Database to provide more information to 911 dispatchers](#)
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- [Scott flips; quashes E-verify system for illegal workers](#)
- [Obama to observe Gay Pride Month](#)

The report notes that since the U.S. signed such a pact with Chili in 2004, Florida's annual trade with the South American country has grown from \$1.8 billion to \$6.9 billion.

Similarly, trade with Peru has grown from \$1 billion in 2007, when a free-trade agreement was signed, to \$3.2 billion last year.

However, while the state continues to pump more goods to its trading partners to the south, the state still trades at a deficit with Asian nations, part of the reason Enterprise Florida is working on plans for a business development mission to Japan, Korea or other Asian nations in 2013.

For every \$8 worth of imports from China, the state returns \$1 in goods sold to the Asian nation.

The West Coast of the United States has been the beneficiary of trade with China, but that



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Doug Wheeler, President

For Immediate Release:

Contact: Jennifer Krell Davis

Florida Ports Council

jenniferkd@flaports.org

850.509.9124

The Florida Ports Council Thanks Governor Rick Scott for Signing Critical Seaport Legislation

MIAMI, Fla. (June 14, 2012) – The Florida Ports Council released the following statement on Governor Rick Scott signing SB 1998 and HB 599 today. Both transportation bills contain critical ports funding and language creating an expedited hearing process for environmental resource permits.

“Florida’s leadership is committed to making sure that our state is prepared to capture some of the growing international trade market share,” stated Doug Wheeler, president of the Florida Ports Council. “With Florida ports seeing more cargo and cruise passengers than ever, increased funding in seaport infrastructure is critical. We thank Governor Scott, the Florida Legislature and our partners at the Florida Department of Transportation for their focus on positioning Florida to become a significant global competitor.”

Specific issues of note in the above legislation include:

1. Increasing the statutory minimum for the Florida Seaport Transportation and Economic Development (FSTED) program from \$8 million to \$15 million. ([SB 1998/HB 599](#))
2. Creating the Strategic Port Investment Initiative with a minimum statutory amount of \$35 million. This new program will be administered by the Florida Department of Transportation (FDOT), in cooperation with Florida seaports. (SB 1998/HB 599)
3. Creating an expedited hearing process for environmental resource permits (dredged material) pursuant to section 120.574, F.S. (SB 1998/HB 599)
4. Authorizing a new bondable revenue stream of \$10 million, beginning July 1, 2013, for seaport projects in the FDOT “adopted work program.” (SB 1998/HB 599)

Ports, roads are focus of transportation spending

James Call, 06/14/2012 - 05:02 PM

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Gov. Rick Scott spotlighted the state's commitment to spending hundreds of millions of dollars on transportation projects with a ceremonial bill signing at the Port of Miami on Thursday. The package totals more than \$450 million and enables the bonding of another \$450 million. About \$60 million will directly go to improve Florida ports, with another \$10 million devoted to strategic transportation planning and most of the rest going to road building, which will help get goods to and from the seaports.

Florida's 14 seaports handled nearly \$149 billion worth of goods in 2011, according to the **Florida Ports Council**. The majority of the trade, 50.4 percent, was with South and Central America. Florida branded itself as the Gateway to Latin America in the 1990s and business leaders now see a chance to profit from the widening of the Panama Canal.

"Seaport and transportation infrastructure improvements are critical to enhancing Florida's ability to compete, not only with other east coast states, but with ports in the Caribbean and along the North-South trade routes," said **Doug Wheeler**, Ports Council president.

This year's spending follows a \$77 million appropriation last year to deepen the Port of Miami. Florida's modern economy was raised on tourism, moving people through the state. The legislation Scott signed directs the **Florida Department of Transportation** to develop a strategic plan for interconnected transportation involving roads and ports. It also streamlines decision-making and environmental regulations concerning transportation projects.

"A great way to build an economy is to focus on what we are good at," **Sen. Jeremy Ring**, D-Margate, said of the ports initiative. "The Legislature has made a strong commitment to showing we are serious players in international trade. The governor has to be the one that promotes it. He has the global microphone."

SB 1998 also begins returning money to the transportation trust fund for road building.

Three years ago the Legislature increased fees for driver licenses and vehicle tags. It then diverted the nearly \$425 million collected from the trust fund to general revenue to balance the state budget. Starting next year \$200 million collected in licenses and tags fees will begin flowing into the trust fund again.

"That \$200 million means work for our members and jobs for their employees," said **Bob Burleson**, president of the **Florida Transportation Builders' Association**.

The money means an additional billion dollars over a five-year period, the timeframe for DOT's plans and budgets for roads. Burleson said industry experts calculate a billion dollars in road construction supports about 27,000 jobs.

"I question any job creation numbers coming from any industry. They never seem to pan out," **Sen. Paula Dockery**, R-Lakeland, said. Hers was one of two no votes when the Senate approved the bill. "But I think infrastructure spending is a very good thing to spend taxpayers' money on. It makes sense. People need to be able to move around."

The measure also had strong support in the House passing on a 93 -17 vote.

"We feel that money (license and tag fees) is a user fee that should go to transportation projects," Burleson said. "Next year we're going to go back and see if we can get the rest of that money put back into the trust fund."



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Doug Wheeler, President

For Immediate Release

Contact: Jennifer Krell Davis

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jenniferkd@flaports.org

850.509.9124

Florida Ports Recognize Florida World Trade Month 2012

TALLAHASSEE, Fla. – The Florida Ports Council, representing Florida's 15 public seaports, is pleased to recognize [Florida World Trade Month 2012](#), to increase awareness about the importance of international trade as a major contributor to job creation and corporate growth. More than half of Florida's nearly \$150 billion in international trade comes through Florida's ports, making international trade and growing our global partnerships critical to our ports and Florida as a whole.

“World Trade Month is an opportunity to educate the public and the state's leadership on the positive economic impact ports make on our state,” said Doug Wheeler, president of the Florida Ports Council. “We are proud to work with Governor Scott, Enterprise Florida, the Florida Chamber of Commerce, World Trade Miami and all of our seaports in celebrating international trade in Florida.”

For more information on World Trade Month, including a calendar of events and participating organizations, visit www.floridaworldtrademonth.com. Be a part of the conversation by using the hashtag [#FLTrade2012](#) or following the Florida Ports Council at [@floridaports](#) on Twitter. In addition, you can read the proclamation from Governor Scott and find out more about Florida's ports at www.flaports.org.

###

Florida's 15 Ports Unite to Move State Forward in International Trade

Working in unison, Florida's 15 seaports are aligning with strategic partners to lead the way for Florida job creation.

Bill Johnson, chairman of the Florida Ports Council and director of PortMiami, is pleased to see the collaboration: "Florida ports are poised to capture new trade opportunities thanks to the support of Florida leaders. Strategic capital investments are being made that will integrate a statewide network of trade gateways, logistics centers and transportation corridors and make Florida number one for trade and commerce."

Florida's ports have long served as vital trade hubs for the north/south transport of goods. The opening of the expanded Panama Canal in 2014 will position Florida as a critical hub for the east/west trade routes as well.

The ability to import and export with ease will open new avenues of commerce, and it's not just the port areas of the state that will see the benefits. Through improved infrastructure, Florida's inland areas can capitalize on the logistics and distribution of products to the southeast and throughout the U.S.

Gov. Rick Scott has made investments in infrastructure projects that have long-term, permanent payoffs a top priority. The PortMiami deep dredge project is one of the first and is projected to result in 30,000 new jobs.

"This is a solid first step toward enhancing Florida's infrastructure and getting our state ready for a new generation of international trade," says Scott.

President of the Florida Ports Council, Doug Wheeler, sees the investment in ports as an investment in the state as a whole. "With our ports expanding and intermodal infrastructure becoming more efficient, Florida is more competitive than ever in attracting new businesses," says Wheeler. "New companies coming to our state, and existing Florida companies expanding, mean new jobs for Floridians."

FLORIDA PORTS ECONOMIC SNAPSHOT



55% of Florida's \$149 billion in international trade moved through Florida ports



Florida ports support more than 550,000 direct and indirect jobs



60% of all U.S. cruise passengers embarked from Florida ports

Florida ports understand their role in the state's economic progress ...



"As the most critical transportation link for international commerce, seaports are vital to the

growth of Florida's economy by connecting our state to the world marketplace."

~ J. Stanley Payne
CEO, Port Canaveral



"Working with our public and private sector partners, we ensure that Florida ports maximize our

role as an economic engine for our state."

~ Richard A. Wainio
Director, Port of Tampa



"Investing in JAXPORT — and all of the state's ports — creates thousands of sustainable jobs and

reinforces Florida's position as an international trade center."

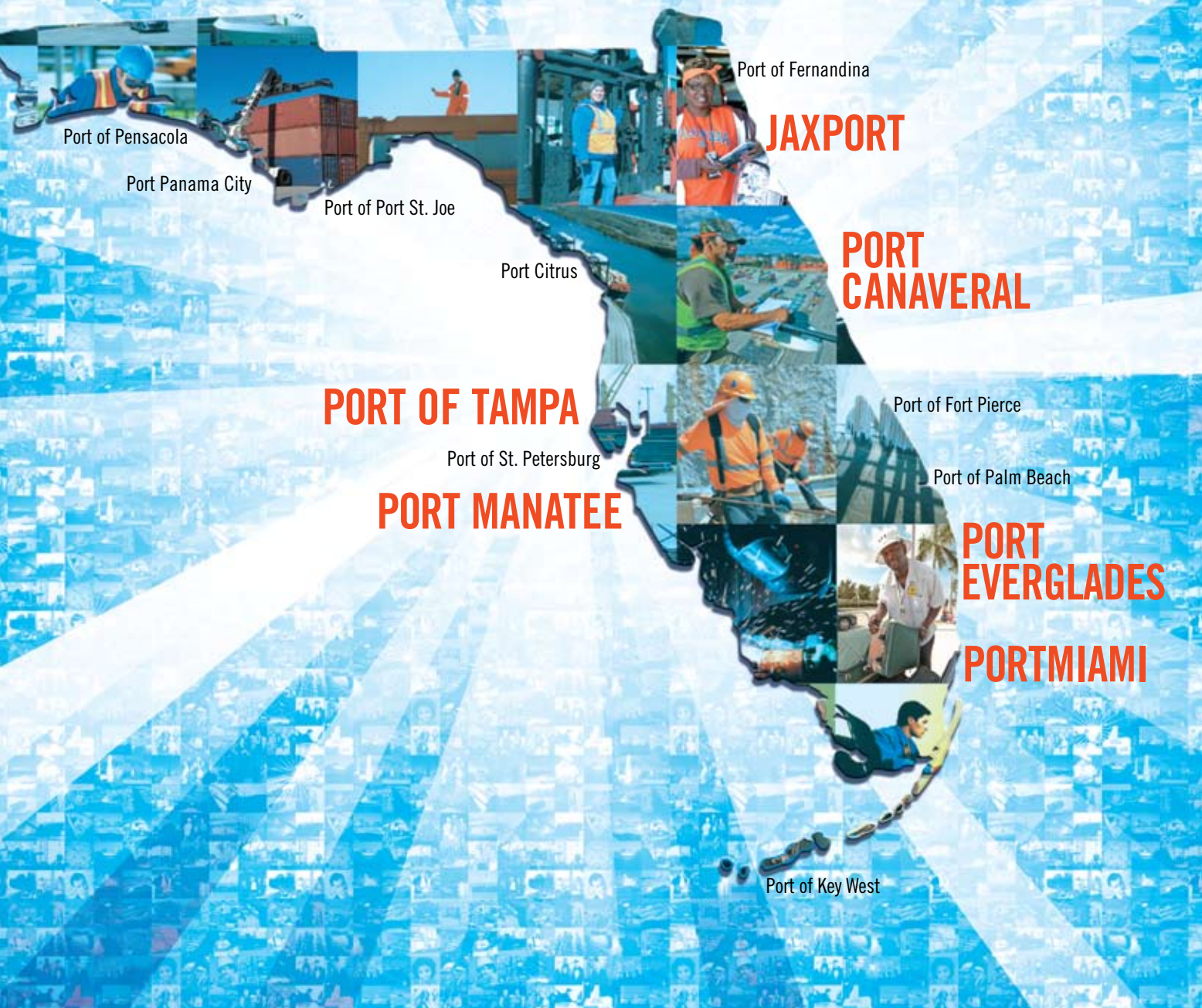
~ Paul Anderson
CEO, JAXPORT



"Florida's ports are poised for growth, especially on the trade routes to and from South America, Central America

and the Caribbean. Expanding and maintaining our seaports and transportation corridors is essential for Florida to set the path for growth and prosperity in the global arena."

~ Steven Cernak
Director, Port Everglades



FLORIDA PORTS EQUAL FLORIDA JOBS.

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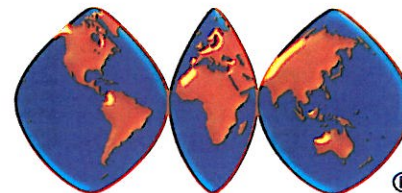
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honoring

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*for his outstanding leadership and performance
in enhancing two-way trade and tourism.*

June 14, 2012

Doubletree by Hilton Hotel

711 NW 72nd Avenue, Miami, FL 33126

Cocktails: 6:30 p.m.

Dinner: 7:30 p.m.

R.S.V.P.; June 11, 2012

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TAB 6
PLANNING

TAB 6A
ORGANIZATIONAL

TO BE DISCUSSED AT MEETING

TAB 6B
LEGISLATIVE
(STATE)



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Doug Wheeler, President

MEMORANDUM

DATE: March 13, 2012

TO: Florida Port Directors

FROM: Michael Rubin, Vice President Governmental Affairs

SUBJECT: **LEGISLATIVE UPDATE – END OF 2012 SESSION REPORT**

The Florida Legislature completed a difficult Regular Session that included arguments over gaming, redrawing of legislative district maps, insurance, and a reduction in funding for such issues as higher education. During these difficult times, Florida seaports are seen as a center piece of economic development by this Legislature and the Governor. We are pleased to note that legislative discussions on transportation and economic development began with a discussion on investing in Florida's seaports. This theme continued in the budget and transportation legislation, and as one Senate staff member noted: **"Florida seaports have done well this Session."** We provide the following report on legislation that passed and did not pass during Regular Session 2012:

Legislation Passed By The Florida Legislature

1. **Fiscal Year 2012/2013 Budget (HB 5001)**: The General Appropriations Act for Fiscal Year 2012/13 contained a variety of provisions for Florida seaports, and continues to represent an appropriation of more than \$100 million for seaport projects around the state. Specific line items in the budget containing seaport appropriations include:
 - a. Line Item 1920, 1996 FPFC Bond Program Debt Service Payment \$15 million.
 - b. Line Item 1921, 1999 FPFC Bond Program Debt Service Payment \$10 million.
 - c. Line Item 1922, Seaport Grants (Chapter 311 FSTED Program and Seaport-related Funds) \$115,446,664.

Line Item 1922 also contains proviso language that authorizes "up to \$5,000,000 shall be used for port projects involving bulkhead repairs for those ports located in counties designated as Rural Areas of Critical Economic Concern (RACEC) and are eligible for funding as provided in section 311.07(3)(a), Florida Statutes." Section 35 of the Appropriations Implementing Bill (HB 5003) authorizes such projects to be "eligible for waiver of match requirements."

- d. Line Item 1924, Intermodal Development/Grants \$91,013,006. (Based on initial discussions with FDOT, \$46,871.343 of the appropriation in this line item are designated for seaport projects).
 - e. Line Item 1968, Economic Development “Road Funds” \$30 million. \$2 million was included as a line item project for “Infrastructure Improvement – Port of Pensacola.”
2. **Transportation Appropriations Conforming Bill (SB 1998)**: The Legislature passed SB 1998 to conform statutory language to appropriations passed in the General Appropriations Act. This legislation included a redirect of the increased motor vehicle license fees passed a few years ago, and included specific language relating to seaports. **The seaport funding allocations passed in this bill provide a pledge of an additional \$52 million for seaports annually.** Specific issues include the following:
- a. Increases the minimum statutory amount of funding for the FSTED program from \$8 million to \$15 million.
 - b. Creates a new Strategic Port Investment Initiative program with a minimum funding amount of \$35 million for projects that “meet the state’s economic development goal of becoming a hub for trade, logistics, and export-oriented activities...” **FDOT is required to work with all Florida public seaports (those specifically listed in s. 311.09, F.S.) to “develop and maintain a priority list of strategic investment projects.”**
 - c. Creates a new Intermodal Logistics Center Infrastructure Support Program with up to \$5 million annually allocated to the program. The purpose of this program is “to provide funds for roads, rail facilities, or other means for the conveyance or shipment of goods through a seaport...” FDOT is only authorized to provide up to 50 percent of the costs of projects under this program.
 - d. Authorizes a new bondable revenue stream of \$10 million, beginning July 1, 2013, for seaport projects in the FDOT “adopted work program” – to be known as the “Seaport Investment Program.” The Division of Bond Finance would be responsible for bonding these revenues. The funds generated from this new bondable stream will pay for projects already identified for funding in the Work Program and help “free up” additional funds that could then be used for other projects – including additional seaport projects.
 - e. Redirects approximately \$200 million of motor vehicle licensing revenues, previously allocated to the General Revenue Fund, back to the State Transportation Trust Fund. In addition to the allocation of \$10 million to the Seaport Investment Program mentioned above, these funds are allocated as follows:

- i. \$35 million, beginning in Fiscal Year 2013/14, to Florida's Turnpike Enterprise system.
 - ii. \$10 million, beginning in Fiscal Year 2013/14, to the Transportation Disadvantaged Program.
 - iii. \$10 million, beginning in Fiscal Year 2013/14, to the Small County Outreach Program (SCOP).
 - iv. Any remaining funds after these allocations are required to be used annually for "existing or planned strategic transportation projects which connect major markets within this state or between this state and other states, which focus on job creation, and which increase this state's viability in the national and global markets.
- f. Requires FDOT to conduct a "transportation debt assessment" on debt and debt-like contractual obligations. This assessment would include financing issued on behalf of the Florida Ports Financing Commission, State Infrastructure Bank loans, and a variety of other FDOT contractual obligations. FDOT is required to manage all levels of debt "to ensure that by the beginning of the 2017-2018 fiscal year, not more than 20 percent of total projected available state and federal revenues from the State Transportation Trust Funds, together with any local funds committed to FDOT projects are committed to the obligations." After that time, FDOT must seek the approval of the Governor and Legislature to exceed such debt limit.
- g. Transfers administration of the state's economic development transportation projects program ("Road Fund") to FDOT from the Department of Economic Opportunity (DEO). Requires FDOT to consult with the DEO on project selection to identify projects that are "necessary to facilitate the economic development and growth of the state."
- h. Authorizes the designation in the state's Strategic Intermodal System (SIS) program of an "intermodal logistics center." The term "intermodal logistics center" is defined as a facility or group of facilities "serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport whose activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by one or more seaports, as provided in s. 311.09, F.S., or an airport whose activities and services are designed to support the transport, logistics, goods distribution, consolidation, or value added activities related to airborne cargo deems necessary to facilitate the economic development and growth of the state."
- i. Authorizes a "intermodal logistics center" defined above to be exempt from transportation concurrency requirements if the center is located in a Rural Area of Critical Economic Concern, a rural enterprise zone, or within 15 miles of the boundaries of such areas.
- j. Creates an expedited administrative hearing process for any "challenge to a consolidated environmental resource permit or an associated variance or a sovereign

submerged lands authorization proposed or issued by the Department of Environmental Protection (DEP) in connection with the state's deepwater ports. Such challenges would be conducted pursuant to section 120.574, F.S., and must be conducted "within 30 days after a party files a motion for a summary hearing, regardless of whether the parties agree to the summary proceeding, and the administrative law judge's decision shall be in the form of a recommended order and does not constitute final agency action of the department."

3. **2012 Transportation Legislation (CS/CS/CSHB 599 by Representative Pilon):**

Because of disagreements over HB 1399 and SB 1866, the Legislature amended CS/CS/CS/HB 599 on the last day of Regular Session 2012 to include agreed upon provisions of transportation legislation contained in those bills. This amendment included all of the provisions in SB 1998 discussed above except for the funding redirect allocation provisions (this was a pure appropriations provision that was only included in that appropriations conforming bill). The 188-page bill also contains various transportation issues on tolling, certain expressway authorities, and other FDOT legislative priorities. In addition to passing the transportation language contained in SB 1998 again, the bill also included the following seaport issues:

- a. Creates section 311.106, F.S., concerning seaport stormwater permitting and mitigation. This section would authorize seaports to provide for onsite or offsite stormwater treatment for water quality impacts caused by proposed port activity that requires a permit, and that causes or contributes to pollutions from stormwater runoff.
- b. Amends section 373.4136, F.S., concerning the establishment and operation of mitigation banks. Authorizes seaports to use a mitigation bank on projects that have met additional criteria for projects in surface waters and wetlands contained in section 373.414, F.S.
- c. Requires the FDOT, in coordination with seaports and other partners, to develop a "Statewide Seaport and Waterways System Plan."
- d. Requires the FDOT, in coordination with its partners and stakeholders, to develop a "Freight Mobility and Trade Plan." The plan is required to be delivered to the Governor and Legislature by July 1, 2013, and "shall include, but need not be limited to, proposed policies and investments that promote the following:"
 - i. Increasing the flow of domestic and international trade through the state's seaports and airports, including specific policies and investments that will recapture cargo currently shipped through seaports and airports located outside the state.
 - ii. Increasing the development of intermodal logistic centers in the state, including specific strategies, policies, and investment that capitalize on the empty backhaul trucking and rail market in the state.
 - iii. Increasing the development of manufacturing industries in the state, including specific policies and investments in transportation facilities that

will promote the successful development and expansion of manufacturing facilities.

- iv. Increasing the implementation of compressed natural gas (CNG), liquefied natural gas (LNG), and propane energy policies that reduce transportation costs for businesses and residents located in the state.
 - e. Requires FDOT to give “emphasis in all appropriate transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan” on freight issues and needs.
 - f. Requires FDOT to plan and develop “Strategic Intermodal System Highway Corridors” that allow for high-speed and high-volume traffic movements within the state. The FDOT must ensure that access is “limited or controlled” to these corridors. For the purposes of developing these corridors, “beginning in fiscal year 2012-2013 and for each fiscal year thereafter, the minimum amount allocated shall be based on the fiscal year 2003-2004 allocation of \$450 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 2003-2004.” Projects identified under this provision can be existing projects previously identified in FDOT’s Work Program or new projects identified by FDOT.
 - g. Amends various statutes relating to Metropolitan Planning Organizations (MPOs). This includes: requiring, to the extent possible, only one MPO to be designated for each urbanized area or group of contiguous urbanized areas; making FDOT representative on MPOs “non-voting advisers”; and providing that where more than one MPO exists in an urbanized area, the MPOs are to coordinate in developing regionally significant project priorities.
 - h. Authorizes ferries, such as the Mayport Ferry (currently operated by the Jacksonville Port Authority), to be operated by “joint agreement between public and private entities.”
4. **Economic Development Legislation (HB 7087 by the House Committee on Finance and Tax)**: The Legislature passed economic development legislation expanding a variety of existing tax incentives for businesses, to include the following incentives:
- a. Increases the current corporate income tax exemption from net income from \$25,000 to \$50,000.
 - b. Decreases the productive output required to qualify for the sales tax exemption for industrial machinery and equipment used by an expanding business from 10 percent to 5 percent.
 - c. Increases the total amount of tax credits available to be allocated under Enterprise Florida’s “New Markets Development Program” from \$97.5 million to \$195 million.

5. **Environmental Regulation Legislation (CS/CS/CS/CS/HB 503 by Representative Patronis)**: The Legislature passed environmental regulation and permitting legislation that created or amended a variety of state environmental regulations, to include providing expedited permitting for any inland multimodal facility receiving or sending cargo through a Florida seaport.
6. **Rules Establishing Numeric Nutrient Criteria Legislation (HB 7051 by the House Agriculture and Natural Resource Subcommittee)**: The Legislature passed legislation specifically adopting proposed rules by the DEP on numeric nutrient criteria (See, DEP rule 62-302.531(9), F.A.C.) and exempted these rules from legislative ratification requirements contained in Chapter 120, Florida Statutes. The Governor signed this bill into law on February 16, 2012. Various environmental groups have filed a challenge to the adopted DEP rule with Florida Division of Administrative Hearings. The Administrative Hearing on the challenge began on February 27, 2012, and no ruling has been made to date.

Legislation NOT passed by the Florida Legislature

1. **Freight Mobility Development (Incentive) Legislation (HB 679 by Representative Ray and CS/CS/SB 1168 by Senator Ring)**: Although the Legislature did pass a tax incentive package late in the Session, there was no desire to enact “new tax incentives.” This bill along with a myriad of other tax incentive bills did not pass.
2. **Transportation Accessibility Legislation (HB 1201 by Representative Nunez and CS/SB 1392 by Senator Benacquisto)**: Senate leadership stated that Senate staff could be directed to conduct a study of handicapped accessible taxicabs, and no substantive legislation was necessary. We expect that the Senate will identify this issue as an “interim study” for completion and delivery during Regular Session 2013.
3. **Employee Compensation Legislation (HB 545 by Representative Mayfield and SB 596 by Senator Storms)**: HB 545 was never heard in committee, and SB 596 was only heard in one Senate committee. Language relating to employees of seaport authorities was never raised in any other House or Senate committee. In addition, language pertaining to limitations on salaries of employees at the Orlando-Orange County Expressway Authority was removed from the final version of SB 1998.
4. **Worker’s Compensation Legislation (CS/HB 511 by Representative Hudson and SB 669 by Senator Hays)**: The Legislature failed to pass legislation revising the state’s worker’s compensation laws. The bill would have provided a variety of changes, including a 2.5 percent reduction in rates for all employers and revision to prescription drug reimbursement rates. These revisions were expected to result in a \$62 million costs savings around the state.

5. **Verification of Employment Eligibility (e-Verify) Legislation (HB 1313 by Representative Harrell and SB 1638 by Senator Altman)**: Neither of these bills were heard in either a House or Senate Committee. This legislation would have required every employer in Florida to use the Employment Authorization Program (e-Verify) to check a person's immigration status.

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FLORIDA SEAPORTS

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Florida Ports Council

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

For Immediate Release:

Contact: Jennifer Krell Davis

Florida Ports Council

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850.509.9124

Florida Legislature Invests in Florida Seaports during the 2012 Legislative Session

TALLAHASSEE, Fla. (March 12, 2012) – The Florida Ports Council released the following statement today on Florida ports issues that were addressed during the 2012 Legislative Session.

“By increasing minimum funding levels and providing new sources of funding for strategic seaport projects, the Florida Legislature demonstrated their commitment to growing Florida’s economy and creating jobs,” stated Doug Wheeler, president of the Florida Ports Council.

“International trade has been identified as the best opportunity for Florida to enhance its economy, and Florida’s ports are the gateway to trade partners all over the globe. We thank the Florida House of Representatives and the Florida Senate for their support and leadership focused on placing Florida as a global competitor.”

Specific issues of note that were passed by the Legislature in the budget, conforming bills, and other substantive legislation include:

1. Increasing the statutory minimum for the Florida Seaport Transportation and Economic Development (FSTED) program from \$8 million to \$15 million. ([SB 1998/HB 599](#))
2. Creating the Strategic Port Investment Initiative with a minimum statutory amount of \$35 million. This new program will be administered by the Florida Department of Transportation (FDOT), in cooperation with Florida seaports. (SB 1998/HB 599)
3. Creating an expedited hearing process for environmental resource permits (dredged material) pursuant to section 120.574, F.S. (SB 1998/HB 599)
4. Appropriating \$135 million in various line items of the Appropriations Bill for identified projects in the FDOT Work Program and the FSTED Program. ([HB 5001](#))
5. Authorizing a new bondable revenue stream of \$10 million, beginning July 1, 2013, for seaport projects in the FDOT “adopted work program.” (SB 1998/HB 599)

311.12 Seaport security.—

(1) SECURITY STANDARDS.—

(a) A seaport may implement security measures that are more stringent, more extensive, or supplemental to the applicable federal security regulations, including federal facility security assessment requirements under 33 C.F.R. s. [105.305](#).

(b) The provisions of s. [790.251](#) are not superseded, preempted, or otherwise modified in any way by the provisions of this section.

(2) SECURITY PLAN.—

(a) Each seaport listed in s. [311.09](#) shall adopt and maintain a security plan specific to that seaport which provides for a secure seaport infrastructure that promotes the safety and security of state residents and visitors and the flow of legitimate trade and travel.

(b) Each seaport shall periodically revise the seaport's security plan based on the seaport's ongoing assessment of security risks, the risks of terrorist activities, and the specific and identifiable needs of the seaport for ensuring that the seaport is in substantial compliance with applicable federal security regulations, including federal facility security assessment requirements under 33 C.F.R. s. [105.305](#).

(3) SECURE AND RESTRICTED AREAS.—Each seaport listed in s. [311.09](#) must clearly designate in seaport security plans, and clearly identify with appropriate signs and markers on the premises of a seaport, all secure and restricted areas as defined by 33 C.F.R. part 105.

(a)1. All seaport employees and other persons working at the seaport who have regular access to secure or restricted areas must comply with federal access control regulations as prescribed in this section.

2. All persons and objects in secure and restricted areas are subject to search by a sworn state-certified law enforcement officer, a Class D seaport security officer certified under Maritime Transportation Security Act of 2002 guidelines, or an employee of the seaport security force certified under the Maritime Transportation Security Act of 2002 guidelines.

3. Persons found in these areas without the proper permission are subject to the trespass provisions of ss. [810.08](#) and [810.09](#).

(b) The seaport must provide clear notice of the prohibition against possession of concealed weapons and other contraband material on the premises of the seaport. Any person in a restricted area who has in his or her possession a concealed weapon, or who operates or has possession or control of a vehicle in or upon which a concealed weapon is placed or stored, commits a misdemeanor of the first degree, punishable as provided in s. [775.082](#) or s. [775.083](#). This paragraph does not apply to active-duty certified federal or state law enforcement personnel or persons so designated by the seaport director in writing.

(c) During a period of high terrorist threat level, as designated by the United States Department of Homeland Security, the management or controlling authority of the port may temporarily designate any part of the seaport property as a secure or restricted area. The duration of such designation is limited to the period in which the high terrorist threat level is in effect or a port emergency exists.

(4) ACCESS TO SECURE AND RESTRICTED AREAS.—

(a) Any person seeking authorization for unescorted access to secure and restricted areas of a seaport must possess a valid federal Transportation Worker Identification Credential (TWIC).

(b) A seaport may not charge a fee for the administration or production of any access control credential that requires or is associated with a fingerprint-based background check, in addition to the fee for the federal TWIC. Beginning July 1, 2013, a seaport may not charge a fee for a seaport-specific access credential issued in addition to the federal TWIC, except under the following circumstances:

1. The individual seeking to gain secured access is a new hire as defined under 33 C.F.R. s. 105; or
2. The individual has lost or misplaced his or her federal TWIC.

TAB 6B
LEGISLATIVE
(FEDERAL)

From: Toy Keller
Sent: Thursday, May 17, 2012 4:44 PM
To: (cbuquerqueas@portmanatee.com); (scernak@broward.org); Bill Johnson (bj4@miamidade.gov); brad.thorpe@bocc.citrus.fl.us; Clyde Mathis (cmathis@ci.pensacola.fl.us); Director Jim Fitton (jfitton@keywestcity.com); 'Don West'; Manny Almira (malmira@portofpalmbeach.com); Paul Anderson (paul.anderson@jaxport.com); Stanly Payne (spayne@portcanaveral.org); Tommy Pitts (tpitts@gtcom.net); Val Schwec (Val_Schwec@kindermorgan.com); Walter Miller (walter.miller@stpete.org); Wayne Stubbs (wstubbs@portpanamacityusa.com)

Attachments: summary of meetings2.docx; dear conferees.docx

Good afternoon. The following is a report on the Coalition for America's Gateways and Trade Corridor's (CAGTC) Annual Conference in Washington, D.C. last week, (summary attached), and a few other matters that may be of interest to you.

CAGTC ANNUAL CONFERENCE

The theme of the meeting was "Don't Leave Our Freight System to Chance." Each year the annual meeting tacitly highlights one of the freight modes within the speaker topics. This year, seaports were highlight and two of the very first speakers were Janice Hahn (D-CA) and Ted Poe (R-TX), Co-Chairs of the PORTS Caucus. The Caucus was created in recognition of the vital role our ports play in the preservation of the nation's economy and national security. Their mission is to promote a dialog and coordination between Congress, the Administration and relevant federal agencies, as well as important industry officials. At this point, five Florida Congressional delegation members are represented on the Caucus and while in D.C., we had the opportunity to meet with staff of several more members and encourage them to join the Caucus.

Please contact me if you have questions or would like to hear more about the CAGTC Conference.

CALL TO ACTION ON PNRS

Yesterday House Conferees made their first formal policy offer during closed-door negotiations. The offer related to the Highway Safety Improvement Program and the emergency relief program; it is now up to Senate conferees to accept, reject or counter the offer. The House is scheduled to hold two votes tonight on motions to instruct House conferees on H.R. 4348 (Transportation Authorization Extension Bill):

1. Motion made by Transportation and Infrastructure Ranking Member Nick Rahall (D-WV) instructing House conferees to accept certain portions of the Buy America provisions of the Senate bill.
2. Motion made by Rep. John Barrow (D-GA) instructing House conferees to "insist on" the House-passed Keystone XL pipeline provisions of H.R. 4348.

Though we are not sure when, we anticipate another very important issue will be coming up in conference negotiations in the near future: Funding for Projects of National and Regional Significance (PNRS). Productivity growth in freight transportation has long been a driving force for the growth of U.S. overall productivity and contributed directly to the growth of the U.S. GDP, and yet, the necessary resources for the safe and efficient movement of freight has not been adequately addressed. Maintaining the competitive and merit-based PNRS program addressed by MAP-21 will help strengthen nationally-vital transportation projects, improve U.S. productivity, and increase our global competitiveness.

We feel that it would be beneficial for additional (non-conferee) members of the House & Senate to sign on to a bicameral "Dear Conferee" letter in support of PNRS (sample letter attached). If you are in agreement, **please ask your Members of Congress from the House and Senate (that are non-conferees) to sign on to this letter in support of PNRS.** There are no Florida members signed on to the letter to date. The Congressional offices championing this effort would like to transmit the letter to bill conferees **tomorrow**. Please note that bill conferees should not be approached to sign this letter. The Florida Members of Congress who are conferees are: Senator Bill Nelson, Rep. John Mica, Rep. Steve Southerland, and Rep. Corrine Brown. For a full list of conferees, click here: <T:\MyFiles\CAGTC\2012\conferees.docx>

If you'd like to speak directly with any of the offices coordinating this letter, the appropriate contacts are:

Nick Semanko (Senator Whitehouse): Nicholas_Semanko@whitehouse.senate.gov / 202-224-2921

Angela Crowley-Koch (Senator Merkley): Angela_Crowley_Koch@merkley.senate.gov / 202-224-3753

Jacob Olson (Rep. Geoff Davis): Jacob.Olson@mail.house.gov / 202-225-3465

Paul Hoover (Rep. Adam Smith): paul.hoover@mail.house.gov / 202-225-8901

The Members that have signed onto the letter are:

House

Dold (R-IL) – Considering; will most likely sign on
Lipinski (D-IL) – Considering; will most likely sign on
Napolitano (D-CA)
Schiff (D-CA)
Richardson (D-CA)
Dicks (D-WA)
Sires (D-NJ)
Smith (D-WA)
Davis (R-KY)

Senate

Whitehouse (D-RI)
Merkley (D-OR)

FPC FEDERAL PLAN OF ACTION

Finally, we continue to identify critical issues and partners to increase the engagement of Florida Seaports at the federal level, including advocacy and outreach efforts, with elected officials, agencies and industry partners. We will be working with the Legislative Committee Chairman, Paul Anderson, between now and the June FPC meeting to continue developing tactics that will be expedient to our objectives. We welcome input and look forward to a good discussion on this topic. Please give us a call with any questions or suggestions.

Thank you,
Toy Keller
Florida Ports Council
Vice President, Programs and Planning
502 East Jefferson Street
Tallahassee, Florida 32301
Phone: 850.222.8028
Mobile: 850.443.0723
Fax: 850.222.7552



FLORIDA SEAPORTS

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COALITION OF AMERICAS GATEWAYS AND TRADE CORRIDORS

ANNUAL MEETING

May 9 – 10 2012

May 9

Keynote Address by **Victor Mendez**, US DOT Federal Highway Administration: Noted that there is no bi-partisanship surrounding the transportation reauthorization issue, but obvious common themes between parties. Highlighted *New York Times* article that reported on freight travel times from LA to Chicago: 48 hours to cross the country; 30 hours to get through the city of Chicago. The Surface Transportation Authorization Bill Conference began on May 8th; bill expires on June 30 and has been extended nine times. 18 billion tons of freight was moved in 2011; 20 billion tons are projected to be moved in 2040. Corridors must be identified for the country's goal of doubling exports by 2016. 30,000+ miles may be designated as Corridors of National Significance. The application response for TIGER IV grants – 703 projects totaling in excess of \$10B, for \$500M in available funds – shows the enormity of the issue. The current Senate Version of the STA bill creates a National Freight Policy Office; \$2B in funds to states; and, designation of projects of National and Regional Significance.

Congresswoman Janice Hahn (D-CA), together with **Congressman Ted Poe** (R-TX) have formed the PORTS (Ports Opportunity, Renewal, Trade, and Security) Caucus whose goal is to keep US Ports competitive, global and job creating. Hahn pointed out the need for infrastructure investments to be focused on seaports. She is meeting with USDOT Secretary Ray LaHood next month to talk with him about seaports and the need for a National Freight Policy. She and Congressman Poe sent a letter to STA Conferees to ask for such a policy. They are focusing on at-grade crossings, congestion relief, emissions, and off-peak goods movement.

Congressman Poe said the desire of the PORTS Caucus is to ratchet up the issue of trade through seaports and how this impacts our economy. They will target a one mile congestion zone around the ports and the HMTF, making sure those funds are spent for the purpose they were collected.

Note: The Florida Ports Council recently sent a letter to Florida's congressional delegation members asking them to join the PORTS Caucus. To date, the following members have joined:

Allen West
Cathy Castor
Ileana Ros-Lehtinen

Alcee Hastings
Dennis Ross

A moderated panel of four transportation industry representatives debated the pros and cons of implementing a freight fee. Some said a national solution was needed; others said the states or private sector should solve the problem. Many different funding options to pay for transportation infrastructure were discussed. Most agreed that any plausible funding solution will most likely include the combination of a number of sources, including the use of TIFIA funding to advance critical projects and serve to bridge the funding gap.

Senate keynote remarks were made concerning freight and the 112th Congress, by **Senator Barbara Boxer** (D-CA). She addressed the Coalition saying the Senate has found a way to fund transportation for two more years, creating jobs and without raising taxes. The bill, entitled "Map-21," proposes to reduce the number of Titles from 90 to 30, and move projects through the process more quickly. Both of these provisions are in the House Bill as well, but it has not been passed on the floor and therefore, cannot technically be considered in whole. Map-21 proposes to expand TIFIA, raising the loan limit and allowing projects to be advanced. According to Boxer, this would create three-million jobs. Both bills have added non-transportation issues but according to Boxer, consensus must be reached and she is optimistic.

A second panel discussing the Panama Canal expansion included representatives from CDM Smith, Cambridge Systematics and the National Association of Development Organizations (NADO) which published the Freight Transportation and Economic Development: Planning for the Panama Canal Expansion article to which the FPC responded (see attached letter from FPC to NADO regarding omission of Florida from their research document discussing ports preparing for the Canal expansion).

A panel of Senate staffers was scheduled to discuss building momentum behind the authorization, but, two of the three panelists had to cancel in order to attend the Senate Commerce Committee staff meeting the following day, slated to discuss the bill conference. Tom Lynch of Senator Max Baucus' office and Majority Subcommittee Staff Director, Senate EPW Committee and Jeff Davis with Transportation Weekly, who was slated to moderate the panel, did offer some thoughts. Mr. Lynch observed that the US signed the NAFTA trade agreement but there is no designated route for NAFTA trade. He said a national freight program and "carve out" must be established with greater emphasis on interstate needs. He noted the identification of 30,000 miles of corridors of national significance as a basis for the freight program. He also noted that funding was not available for the (formerly) typical six-year authorization so the proposed transportation bill is currently only a two-year bill. He said since USDOT is implementing the plan, it will take longer than the two-year authorization to build. Mr. Lynch noted that \$5.6 billion is needed to implement the bill, plus a cushion of over \$3 billion. He suggested that funds would have to be transferred from General Revenue into the Highway Trust Fund and then replenished with pension stabilization funds when that is worked out.

FLORIDA CONGRESSIONAL OFFICES VISITED BY FPC:

Congressman Alcee Hastings, Christian Sy,
Congressman Allen West, Taryn Dorfman,
Congresswoman Kathy Castor, Rene Munoz,
Congressman Steve Southerland, Kristin Callaway,
(Congressman's Corrine Brown's Office also was visited but staff was unavailable to meet)

A CAGTC reception was held the evening of May 9 for all members of Congress. The following members attended and delivered comments in support of the Transportation Bill:

Rep. Thomas Petri (R-WI)	Rep. Albio Sires (D-NJ)
Rep. James Lankford (R-OK)	Rep. Grace Napolitano (D-CA)
Rep. Peter DeFazio (D-OR)	Rep. Jerrold Nadler (D-NY)
Rep. Laura Richardson (D-CA)	Rep. Eddie Bernice Johnson (D-TX)

Note: Rep. John Mica (R-FL) planned to attend but declined due to the subsequent scheduling of a meeting of the Transportation Bill Conferees.

May 10

Peter Friedmann, FBB Federal Relations, and Jeff Davis, The Legislative Services Group/Transportation Weekly, addressed the question: Will We See a Surface Transportation Authorization in 2012? Mr. Friedmann said neither side is comfortable with the financing, but there is a critical need to get a sustainable, multiyear authorization bill. The current bill is not. Fundamentally, everyone knows what the PROBLEM is but no one is offering a SOLUTION. He suggested that the transportation industry and CAGTC need to:

1. Define the problem (we don't need another study)
2. Propose a solution with details and legislative language

Jeff Davis agreed, adding that the internal and external politics must be mapped out too. He said the RAMP Act (Realize America's Maritime Promise) is now toothless because the Coalition did not have a handle on how the act would affect the budget (there is a 40% cost share so \$2B is needed to get \$800M to spend) and the internal politics. Mr. Davis said the Tea Party Republicans are asking three questions before moving on any bill:

1. Is this a problem?
2. Is this a problem best addressed by government?
3. Is the federal government the right government to address the problem?

Staff is trying to figure out what portions of HR 7 need to go into the Senate Bill, Map-21. The House and Senate are rarely in town together at the same time until June and decisions need to be made by the first week in June. According to Mr. Davis, this is an ambitious time frame even if the bills were similar; both bills have extraneous issues with which to be dealt. He said that during a lame duck session MAJOR issues include:

1. 2001 and 2003 tax cut renewal
2. Extension of payroll taxes
3. 13 appropriations bills
4. Medicare expiration
5. Debt ceiling vote
6. \$1.3 trillion in debt implications excluding appropriations (\$2.4T with projected additions)

Mr. Davis noted that it may be easier to get bills that include funding passed near the end of June or beginning of July because primaries will be over and members will be more willing to vote for funding solutions. He also noted that freight is not this administration's priority.

CAGTC will be meeting with freight stakeholder groups to discuss these issues. It was noted that there are a lot of representative groups but only CAGTC brings them all together.

Jack Basso, AASHTO, discussed implications of the Congressional Budget Office's Highway Trust Fund baseline projections. He said we are currently meeting only 1/3 of the \$200B required each year to maintain and improve the nation's transportation system. We have invested about \$90B, or 65% less than needed annually for the past 20 years. Mr. Basso noted that the administration's surface transportation budget is \$550B with no revenue options and no support for an increase in the gas tax. He said VMT was

down significantly from 2007, but is now starting to creep up again. 2013 predictions are that the Highway Trust Fund would only have \$8.1B available to be able to operate within the revenue budget (opposed to the \$39B currently authorized in Map-21). This would be a disaster for our county. According to Mr. Basso, Congress has two options: 1. Let it just happen; or 2. Pass an extension with the pay forwards in Map-21, which is very controversial. Interestingly, according to Mr. Basso, the policies in HR 7 and Map-21 are about 90% alike – it is the funding that creates controversy.

Mr. Basso said the CBO projections for highway are showing a \$4.6B deficit by 2013; \$90.6B by 2022. Transit will be at a \$1.2B deficit by 2014; \$35.2B in 2022. He said that AASHTO had produced a matrix of how TRILLIONS could be raised. Possible source categories include direct revenue (variety of transportation user fees and general tax revenues, base on VMT vs. gas tax); bonding and credit programs (tolls and special taxes); public/private partnerships.

In conclusion, Mr. Basso said it will take three steps to pass the STA bill: find an offset to pay for a two-year bill (Map-21 does this); find an acceptable source to pay for a six-year bill; and adopt policies that are in keeping with a flexible, affordable bill.

Mario Cordero, Commissioner, U.S. Federal Maritime Commission, highlighted a case study of transportation infrastructure using the Desmond Bridge in Long Beach, CA as an example.

2000 – State decided to replace the outdated, structurally compromised bridge

2004 - \$650M estimate

2006 - \$750M estimate

2010 - \$1.1B estimate

2012-2016 Construction timeframe

Cost of environmental studies: \$2M

Trade in the U.S. is \$2 Trillion. US Port infrastructure ranks 23rd in the world; Airport infrastructure is ranked 31st in the world; Highways rank 20th. Today we are just trying to keep up with 46,000 miles of highway and funding is not available to address adding needed infrastructure. The 1993 8.3 cent gas tax adjusted for inflation would be 29 cents today. China is a growing threat to the US's place of trade prominence in a global economy.

Congressman Ted Poe (R-TX)
Founder and Co-Chair



Congresswoman Janice Hahn (D-CA)
Founder and Co-Chair

Congressional PORTS Caucus

Ports Opportunity, Renewal, Trade, and Security

Congressman Ted Poe (R-TX) and Congresswoman Janice Hahn (D-CA) recently announced the formation of the bipartisan Congressional Ports Opportunity, Renewal, Trade, and Security (PORTS) Caucus. The Caucus was created in recognition of the vital role our ports play to the preservation of our nation's economy and national security.

Mission of the Caucus

The Caucus' mission will be to promote the importance of our ports to the nation's economy and the need to secure them by promoting dialogue and coordination between Congress, the Administration and relevant federal agencies, as well as important industry officials.

Why Ports are Important to the United States

Ports create jobs, economic growth, and opportunity. United States ports support 13.3 million jobs and account for \$3.15 trillion in business activity to the economy. Every congressional district in the country is dependent on U.S. ports, from the products on store shelves to the technology in our living rooms. Ports allow businesses, large and small, access to markets around the world and the opportunity to grow and create new American jobs.

The United States is served by more than 350 commercial sea and river ports that support 3,200 cargo and passenger handling facilities. Each day, United States ports move both imports and exports totaling some \$3.8 billion worth of goods through all 50 states. Additionally, ports move 99.4 percent of overseas cargo volume by weight and generate \$3.95 trillion in international trade. Given the importance of ports to our national economy, they must remain competitive and secure.

Caucus Members

The Caucus is composed of Members from all regions of the country, including Representatives: **Ted Poe (TX), Janice Hahn (CA)**, Adam Smith (WA), Jesse Jackson Jr. (IL), Bennie Thompson (CA), Bob Filner (CA), Ileana Ros-Lehtinen (FL), Blake Farenthold (TX), Henry Waxman (CA), Charles Boustany (LA), Kathy Castor (FL), Sheila Jackson Lee (TX), George Miller (CA), Bill Cassidy (LA), Colleen Hanabusa (HI), Russ Carnahan (MO), Cedric Richmond (LA), Allen West (FL), Silvestre Reyes (TX), Bill Keating (MA), Hank Johnson (GA), Tim Scott (SC), John Barrow (GA), Steve Palazzo (MS), Albio Sires (NJ), Barbara Lee (CA), Stephen Lynch (MA), Mike McIntyre (NC), Bobby Scott (VA), Lucille Roybal-Allard (CA), Pete Olson (TX), Gregorio Kilili Camacho Sablan (Northern Mariana Islands), Dennis Kucinich (OH), Marsha Blackburn (TN), Dennis Ross (FL), Candice Miller (MI), Peter DeFazio (OR), Duncan Hunter (CA), Gary Miller (CA), Grace Napolitano (CA), Susan Davis (CA), Linda Sanchez (CA), Michael McCaul (TX), Donna Christensen (USVI), Joe Walsh (IL), Gene Green (TX), Jerry McNerney (CA), Pete Stark (CA), Brian Bilbray (CA), Louise Slaughter (NY), Charlie Rangel (NY).

From: Toy Keller
Sent: Monday, April 09, 2012 11:11 AM
To: (cbuqueras@portmanatee.com); (scernak@broward.org); Bill Johnson (bj4@miamidade.gov); brad.thorpe@bocc.citrus.fl.us; Clyde Mathis (cmathis@ci.pensacola.fl.us); Director Jim Fitton (jfitton@keywestcity.com); 'Don West'; Manny Almira (malmira@portofpalmbeach.com); Paul Anderson (paul.anderson@jaxport.com); Stanly Payne (spayne@portcanaveral.org); Tommy Pitts (tpitts@gtcom.net); Val Schwec (Val_Schwec@kindermorgan.com); Walter Miller (walter.miller@stpete.org); Wayne Stubbs (wstubbs@portpanamacitvusa.com)
Subject: Highlights from the Week of April 2, 2012
Attachments: Signed version - Letter to ACOE.pdf; Biter Letter to USACE.pdf; NADO letter April 2012.pdf

Good morning to all. Last week was a very busy week and we would like to share a few items we thought would be of interest to you.

First, as we reported to you several weeks ago, Congress directed the Institute for Water Resources of the U. S. Army Corps of Engineers (USACE) to submit to the Senate and House Committees on Appropriations "a report on how the Congress should address the critical need for additional port and inland waterway modernization to accommodate post-Panamax vessels." We also reported that the Florida Ports Council was preparing a response on behalf of our seaports. With input from Paul Anderson, our Legislative Chairman, the FPC submitted a letter to the Water Resources Division of the U.S. Army Corps on March 28, 2012. This letter also was copied to Governor Rick Scott, Lt. Governor Jennifer Carroll and all of Florida's Congressional delegation members. **It is attached.**

Second, we reached out to FDOT Assistant Secretary of Intermodal Rich Biter, and let him know that comments from the Department also would be of great value and serve to strongly augment the USACE's final report on the need for additional port and waterway modernization. Secretary Biter responded and provided us with a copy of the letter from the Department to the USACE. **The letter is attached.**

Third, the National Organization of Development Organizations (NADO) Research Foundation published a document on March 16, 2012 entitled "Freight Transportation and Economic Development: Planning for the Panama Canal Expansion." As you will see from the report at <http://www.nado.org/wp-content/uploads/2012/03/panama.pdf>, Florida and Florida seaports are conspicuously absent. Last week we sent a letter to NADO, inviting them to visit our website and our seaports to learn more about projects that enhance capacity and connectivity. This letter also was copied to Governor Rick Scott, FDOT Secretary Prasad, and Gray Swoope, President of Enterprise Florida. **The letter is attached.**

Finally, the most recent TIGER IV grant application deadline was March 19, 2012. State and local government agencies submitted **703 applications, totaling \$ 10.2 billion for the \$500 million available.** Similar to past TIGER grant rounds and not surprisingly, demand outpaced supply by 20 to 1. The funding requests in comparison to the money available underscores the growing gap between the nation's infrastructure needs and what the federal government can or will provide.

As always, we will keep you informed of these pertinent issues as they develop. Please give us a call if you have comments or questions.

Thank you,

Toy Keller
Florida Ports Council
Vice President, Programs and Planning
502 East Jefferson Street
Tallahassee, Florida 32301
Phone: 850.222.8028
Mobile: 850.443.0723
Fax: 850.222.7552



FLORIDA SEAPORTS

Florida Ports Council

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

March 28, 2012

Hal Cardwell, Ph.D.
Shared Vision Planning
Institute for Water Resources, USACE
7701 Telegraph Road
Alexandria, Va. 22315

Dear Dr. Cardwell:

Thank you for the opportunity to provide input to the report by the U.S. Army Corps of Engineers (ACOE) on U.S. Port and Inland Waterways Modernization Strategy. Before responding to your Congressional directive on how the critical need for additional port and inland waterway modernization should be addressed, we would like to comment on a broader challenge and more prescient topic.

If a “modernization strategy” is truly what you are developing, perhaps the study should be expanded to include an introspective evaluation of the ACOE’s performance with regard to a strategic and efficient approach to project implementation. Florida’s seaport community has serious concerns that global trends and industry innovations are not being considered. If the internal organization, culture and performance of the ACOE are factors negatively affecting our country’s ability to attract, retain and grow the dynamic jobs of global companies, should we not take advantage of this opportunity to include them in your report? Not improving America’s infrastructure now could mean the loss of future American investment and jobs to other countries – a price we can ill afford.

With respect to the factors you have been asked by Congress to address, we offer the following comments:

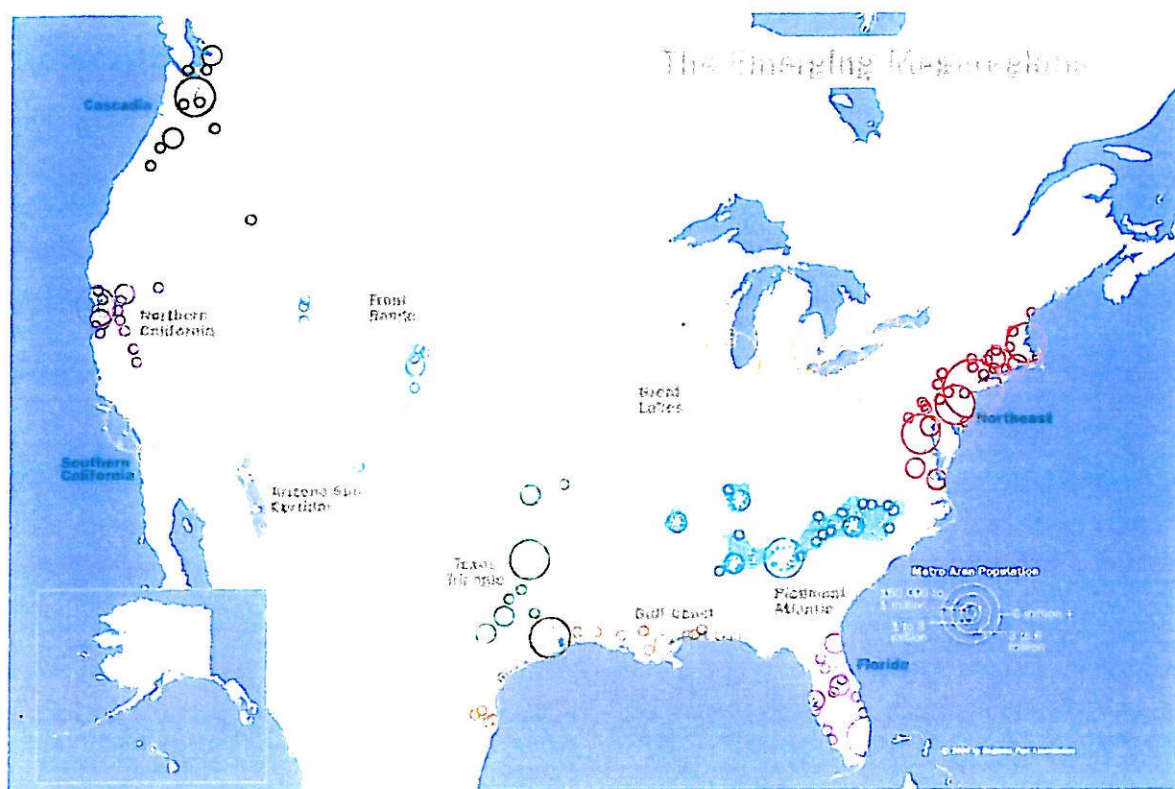
Costs associated with deepening and widening deep-draft harbors

The Harbor Maintenance Tax (HMT) generates the annual revenues required to keep ports of commerce at authorized dimensions, but since this tax was instituted in 1986, it has seldom been sufficiently utilized for its intended purpose, but rather misappropriated to unrelated programs while our channels and harbors remain neglected. Reports indicate that American’s federal navigation channels operate at their authorized dimensions less than 35 percent of the time. The resulting restrictions to vessel transit and tidal delays cost American shippers millions of dollars daily and countless hours of delay, which severely diminish the opportunity for domestic economic growth and job creation.

While this under-investment in our ports and harbors continues to occur on an annual basis, the Harbor Maintenance Trust Fund (HMTF) is nearing \$7 billion in surplus funds, with incoming annual revenues of approximately \$1.5 billion. Yet last year, less than \$800 million was allocated to annual dredging and related maintenance projects. Continuing this trend will yield increased transportation costs, higher prices on imported goods, and reduced demand for U.S. exports. **As a nation, we cannot afford to overlook the economic opportunities created by our ports and harbors. Without adequate investment in these key economic engines, our global standing will continue to decline.**

Current and projected population trends that distinguish regional ports and ports that are immediately adjacent to population centers

According to recent studies, population and economic growth in the United States are continuing to shift to the south and west. The arc of southern states from Virginia to Texas accounts for 36 percent of the U.S. population today, and is expected to account for about one half of all growth during the next 50 years. The U.S. economy is increasingly driven by 10 to 12 megaregions of interconnected urban areas, with four megaregions located in the south. This region will become a more significant producer and consumer of trade in the future.



Historically, growth in distribution, warehousing, and logistics-related services has centered around key population and consumption centers. Areas with projected population growth and a higher concentration of younger families tend to be attractive to planned distribution center growth, as these areas represent growing retail markets. According to the Demographic Estimating Conference Database, Florida's population is anticipated to grow to 23.8 million people by 2030, which equates to a 1.2 percent annual growth rate over the 20-year period.

Ability of waterways and ports to enhance export initiatives benefitting the agricultural and manufacturing sectors

The U.S. economy will continue its shift to services, information and technology as key sources of jobs. Even with a decline in manufacturing jobs, productivity gains will increase in manufacturing output and generate more freight. The U.S. will look to other nations as markets for agricultural and manufactured goods – particularly technology products – as well as sources of raw materials and basic manufactured goods.

Seaports in the U.S. are faced with increasing volumes of international freight being shipped in intermodal-transport containers. These southern Gulf and East Coast ports are particularly blessed with most of the freight that originates in western Asia, Africa and Europe. However, with the growth in vessel capacity from 4,500 TEUs to over 12,000 TEUs, increasingly larger ships transiting domestic and international waters require maintenance dredging and expansion of deep draft navigation channels -- an escalating concern for U.S. ports and the customers they serve.

Seaports desiring to serve the largest ships transiting the Panama Canal must provide navigation channels with 50 feet of depth. Only one U.S. Atlantic Coast seaport – Norfolk -- has at least 50 foot depth for both its channel and berths today. PortMiami has federal authorization to reach this depth and has, in fact, begun to dredge, with costs borne by state, local and private entities. In spite of Miami's authorization and opportunity, the federal government has chosen not to participate in assisting a U.S. port in competing for a market share of global trade.

The constantly developing global marketplace demands that U.S. producers be able to reach consumers around the world in the most efficient, lowest cost manner possible. Regrettably, in part due to the underfunding of maintenance dredging and constraints on modernization of harbor channels, Florida and other east coast states are being denied the full opportunities of the job growth that can come through international trade.

Newer, larger ships serving world commerce offer significantly lower operating costs and decreased environmental impact as more goods can be carried on fewer ships with more modern operating technologies. However, if these ships cannot access U.S. ports, this country stands to forgo the benefits of larger vessels and to lose jobs and other economic opportunities to other countries prepared to accommodate them.

Economic Impact of Freight and Seaports

Total U.S. freight volumes are projected to grow from 18.6 billion tons in 2007 to 27.1 billion tons in 2040, or about 1.2 percent per year. The value of freight will grow 2.7 percent per year during this period, reflecting more rapid growth in high value cargo typically carried in containers.

After the 1960s, international trade grew, exceeding 24 percent of the U.S. economy today. The combined value of U.S. imports and exports is expected to quadruple by 2035, reaching 55 percent of gross domestic product.

Public ports throughout the U.S. contribute substantially to their local, regional and national economies. In fact, according to the American Association of Port Authorities, "commercial port activities in 2007 created employment opportunities for more than 13.3 million Americans, including nearly 12 million who were employed in exporter/importer-related businesses and support industries throughout the United States. Business activities related to waterborne commerce contributed approximately \$3.5 trillion overall to the U.S. Economy and those same businesses paid nearly \$212.5 billion in federal, state and local taxes. Seaport activities alone, in 2007, accounted for \$31.2 billion in federal, state, and local tax revenues. Jobs created by exports pay 13-17 percent higher wages than non-trade jobs in the economy (\$49,000 a year on average for port-related jobs in 2007, compared to \$37,000 on average for all U.S. workers)."

In conclusion, we would like you to consider the bold new agenda created by Florida Governor Rick Scott, which highlights the need to invest in our seaports in preparation for the expansion of the Panama Canal, the recently ratified free trade agreements and the growing economies of Central and South America. There is also a need for potential private investment opportunities to improve transportation connections to and from Florida's ports. Florida is making the investment in our ports in order to create long lasting economic opportunities for our state. We need the federal government to do its part by dedicating the needed resources to this country's critical commerce-related infrastructure. Anything less than this undermines the competitive advantage, the economic stability and the potential job creation afforded by growth in international trade.

Dr. Hal Cardwell
March 28, 2012
Page 5

The U.S. Port and Inland Waterways Modernization Strategy initiative undertaken by the ACOE is critical to our country. We appreciate your efforts and the opportunity to comment and provide input. We look forward to the efficiencies and innovations this report will identify, both internally and externally, and the implementation that will surely follow. Please keep us apprised of your progress.

Sincerely,


Doug Wheeler

cc: Keith Hofseth, Technical Director
Kevin Knight, Study Manager



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

April 3, 2012

Hal Cardwell, Ph.D.
Shared Vision Planning
Institute for Water Resources, USACE
7701 Telegraph Road
Alexandria, VA 22315

Dear Dr. Cardwell:

In today's global economy, trade and logistics are critical components of our nation's economy and are critical to improving Florida's quality of life. Florida - with 14 deepwater ports, three major railroads, and more than 12,000 miles of highways - stands to be at the center of the growing business in trade and freight movement. Further, with the expansion of the Panama Canal to be completed in 2014, Florida will be a leading trade and logistics hub for the United States by capitalizing on the booming economies in Central and South American and the growing East-West trade routes. Florida well understands the importance of seaport and waterway investments, and I am writing to support the U.S. Port and Inland Waterways Modernization Strategy report which will investigate these issues.

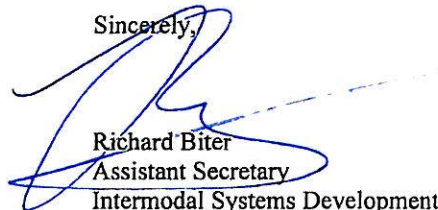
Demonstrating the importance of freight mobility to the Florida economy, the Florida Department of Transportation (FDOT) recently created the Office of Freight, Logistics and Passenger Operations. This office will be developing a Freight Plan for the state, as we continue to conduct associated studies in Florida that address the factors you are considering on a national level. These studies will include the costs and return on investment associated with deepening and widening deep-draft harbors, the ability of Florida waterways and ports to enhance the nation's export initiatives and the impact of current and projected population trends on Florida port growth.

Two studies completed in 2010 outline the value of and expected growth in our seaports and international trade. You can find both the Florida Seaport System Plan and the Florida Chamber Foundation's Trade and Logistics Study at: <http://www.dot.state.fl.us/seaport/publications.shtm>.

The Department's commitment to the ports as economic engines for the region and the state is demonstrated in a recent article written by FDOT Secretary Prasad for the James Madison Institute (attached). In order for the State to grow, prosper and continue to create the conditions to improve our economy and produce high-paying jobs, Florida must continue to have the best transportation and intermodal infrastructure system in the nation. Governor Scott and the Department are committed to making the investments in our State's transportation system that will reduce the barriers for shippers and logistics firms to move freight throughout Florida, as well as continuing to improve passenger operations and Floridians quality of life.

Thank you for this opportunity to comment and I encourage you to contact my staff should you need more details or wish to ask questions about Florida's seaport program.

Sincerely,



Richard Biter
Assistant Secretary
Intermodal Systems Development

Attachment



FLORIDA SEAPORTS

CHARTING OUR FUTURE

Florida Ports Council

Canaveral Port Authority - Port of 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

April 5, 2012

Mr. Matthew Chase
Executive Director
NADO and NADO Research Foundation
400 N. Capitol Street, NW, Suite 390
Washington, DC 20001

Dear Mr. Chase:

We are writing you today after reading the "Freight Transportation and Economic Development: Planning for the Panama Canal Expansion" document published by the National Association of Development Organizations (NADO) Research Foundation on March 16, 2012. This document contains outstanding research and information – with one major exception, there is no mention of Florida in the document.

Florida, under the current leadership of Governor Rick Scott, is well on its way to achieving the recommendations listed on page 15 of your document. PortMiami is the only east coast seaport south of Virginia *authorized* to dredge to 50-feet, and rather than wait for the federal government to pay for this federally approved dredge, the Governor and the Florida Legislature provided most of the necessary funding last year. The Florida Department of Transportation is working with international businesses, modal partners and others to continually update a freight and logistics investment plan for the future of Florida.


As your document correctly points out, new cargo transportation patterns have impacted every state and regional development organization in the country. The Port of Jacksonville, Port Everglades, and PortMiami already receive and off-load Post-Panamax size vessels (under tidal and load restrictions) coming through the Suez Canal. Florida, the largest Southeastern state and the peninsula of the U.S. in the Caribbean, has been working to build a global hub for trade, logistics, and export-oriented manufacturing. In addition, Florida seaports have already begun projects to increase capacity – such as a truck-freight tunnel at PortMiami, developing intermodal logistics facilities at Port Everglades and the Port of Jacksonville, expanding on-dock rail capacity at several seaports including the Port of Tampa, and many others.

Florida enjoys a positive trade balance of exports over imports (Florida is the 4th largest exporting state in the U.S.), and has 20 free trade zones located around the longest shore line in the continental U.S. Florida is the only state to have water access to both Gulf and Atlantic shipping routes, making the lack of any mention of seaports in Florida in either the discussion of "Emerging Logistics Clusters in the Southeast" or the "Inland and Gulf Coast Preparations, a glaring omission."

Succinctly put, Florida's freight mobility planning and investments are well underway and too numerous to simply cite in this letter. In fact, many of the assessments recommended in your publication have already been completed in Florida. We invite you to take the opportunity to visit the Sunshine State seaports on either the Atlantic or Gulf Coast to learn more about their projects to enhance capacity and connectivity. In the meantime, we encourage you to visit our website at www.flaports.org, which contains a wealth of information regarding trade, logistics and planning, as well as many other resources you might find helpful.

We look forward to being included in your next publication on freight transportation in the U.S. If you have any questions or comments, please do not hesitate to call or write.

Respectfully,


Doug Wheeler
President

cc: Governor Rick Scott
Secretary Ananth Prasad, FDOT
Gray Swoope, President, Enterprise Florida



FLORIDA SEAPORTS

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Florida Ports Council

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Port of Key West • Manatee 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

February 29, 2012

The Honorable Marco Rubio
United States Senate
317 Hart Senate Office Building
Washington, DC 20510

Subject: Support for Senator Lautenberg & Senator Cantwell's freight amendments to STA

Dear Senator Rubio,

On behalf of the Florida Ports Council, representing Florida's 15 public seaports, I would like to thank you and the other members of the Senate for making the development and enactment of a long-term transportation plan a priority this Congress.

Both the Committee on Environment & Public Works (EPW) and the Committee on Commerce, Science & Transportation (Commerce) have drafted bills that, through their respective modal jurisdictions, give much-deserved support to our nation's freight system. Amendments offered by Senator Cantwell and Senator Lautenberg would build upon this foundation and further address our nation's many freight needs.

Senator Lautenberg's amendment calls for the creation of a competitive National Freight Infrastructure Grants program. This multimodal freight program will serve the economic needs of our country in the near term, and for generations to come, by making investment decisions that optimize freight mobility, unconstrained by mode or political jurisdiction. Many critical projects on our freight network do not qualify under traditional funding mechanisms; the National Freight Infrastructure Grants program would provide resources for these important projects.

Senator Cantwell's amendment calls for the creation of an Office of Freight Planning and Development, to be led by an Assistant Secretary for Freight Planning and Development – two institutional advances supported by the GAO that will improve and coordinate policy within the federal government and among the states. This amendment represents an opportunity to elevate the existing Office of Freight Management and Operations currently housed within the Federal Highway Administration, allowing for consolidation and process streamlining among the various modal agencies that should, but do not always work together on multimodal projects. Providing for an office dedicated to the nation's multimodal goods movement is a vital and long-overdue step forward.

These two amendments can expand our capacity for moving goods, relieve chokepoints and keep our nation competitive in the world marketplace.

We applaud the work of the Senate and we hope that you will support these important freight amendments.

Sincerely,

Doug Wheeler
President



FLORIDA SEAPORTS

CHARTING OUR FUTURE

The Florida Ports Council

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

December 6, 2011

The Honorable John L. Mica
United States Representative
U.S. House of Representatives
2187 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Mica:

The Florida Ports Council (FPC) represents Florida's fifteen public deepwater seaports, providing leadership, advocacy and information on seaport-related issues. On behalf of the FPC, we are writing today about important legislation affecting the nation's vital maritime infrastructure – the Realize America's Maritime Promise Act (RAMP).

The Harbor Maintenance Tax (HMT) is charged against the value of imports and domestic cargo arriving at federally-maintained U.S. seaports and deposited into the Harbor Maintenance Trust Fund (HMTF). The funds in the HMTF are to be used for maintenance dredging and dredged material disposal areas, yet currently only two of the nation's 10th largest ports are dredged to their authorized depths or widths. Every year, hundreds of millions of dollars are collected into the HMTF but never spent. In 2008, less than half of all HMTF revenues were spent on harbor maintenance. Passage of the **RAMP Act (H.R. 104 and S. 412)** will authorize full access to annual revenues in the HMTF and allow those revenues to be used for their intended purpose – operation and maintenance of ports and harbors.

Our nation's seaports and harbors are gateways to domestic and international trade. Greater than 90 percent of the U.S. foreign trade moves through our nation's more than 300 seaports, representing 25 percent of the U.S. Gross Domestic Product. In Florida alone, this waterborne commerce represents \$69.7 billion in international trade and generates more than 550,000 direct and indirect jobs.

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

The resolution of the problem does not require an increase in taxes or funding. Similar problems were resolved with the Highway Trust Fund and the Airports and Airways Trust Fund. The Congress responded by enacting legislation to more closely tie trust fund expenditure and revenues.

The Ramp Act will provide a comparable fix for the HMTF – spending those revenues for their intended purposes on operation and maintenance of seaports and harbors.

We urge your support of this important legislation to invest in our nation's vital infrastructure.

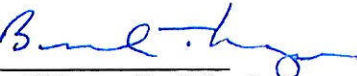
Respectfully,



Doug Wheeler
President, Florida Ports Council (FPC)



Paul Anderson, CEO
Port of Jacksonville
FPC Legislative Co-Chairman



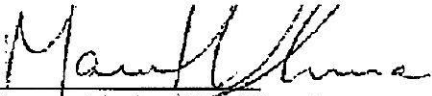
Brad Thorpe, Port Director
Port Citrus



Faye Outlaw, Port Director
Port of Ft. Pierce



David L. McDonald, Port Director
Port Manatee



Manny Almira, Port Director
Port of Palm Beach



Clyde Mathis, Port Director
Port of Pensacola



Walter Miller, Port Director
Port of St. Petersburg



Phillip C. Allen, Port Director
Port Everglades
Chairman, Florida Ports Council



J. Stanley Payne, CEO
Port Canaveral
FPC Legislative Co-Chairman



Val Schwec, Port Director
Port of Fernandina



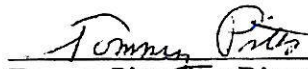
Jim Fitton, Port Director
Port of Key West



William Johnson, Port Director
Port of Miami



Wayne Stubbs, Port Director
Port of Panama City



Tommy Pitts, Port Director
Port of Port St. Joe



Richard Wainio, CEO
Port of Tampa



Transportation Worker Identification Credential (TWIC) -- Policy on Expiring TWICs

Effective *August 30, 2012*, TWIC holders who are U.S. citizens or U.S. nationals, and whose TWICs will *expire on or before December 31, 2014*, have two options to renew their TWIC. They may either replace their expiring TWIC with a 3-year Extended Expiration Date (EED) TWIC or obtain a standard 5-year replacement. All TWIC holders should begin the application process at least 30 days before his or her TWIC expires.

The EED TWIC is a one-time temporary extension option intended to provide convenience and cost-savings to workers pending the deployment of TWIC readers. TWIC holders who are not U.S. citizens or U.S. nationals are required to enroll for a standard 5-year replacement upon expiration of their current TWIC.

Option 1 -- Replace expiring TWIC with 3-year EED TWIC (Limited to U.S. Citizens and U.S. Nationals) - \$60 Fee & 1 Trip to an Enrollment Center

Eligibility:

- Individuals are eligible to obtain a 3-year EED TWIC if they meet the following requirements:
 - They are a U.S. Citizen or U.S. National *AND*
 - Their current TWIC is valid and not revoked *AND*
 - Their current TWIC is currently unexpired, but expires on or before December 31, 2014.
- If any of the above requirements are not met, then the individual is not eligible for a 3-year EED TWIC and should apply for a standard 5-year renewal TWIC (*option 2*).
- As long as an individual maintains eligibility, he/she can obtain a 3-year EED TWIC prior to the expiration of their current TWIC before December 31, 2014.

Application Process:

- Call the help desk (1-866-347-8942, Mon–Fri, 8AM to 10PM Eastern) to begin the application process.
- The help desk will confirm whether the individual meets the eligibility requirements.
- Once the EED TWIC arrives at the enrollment center specified by the individual, the individual will be notified for pick up and activation of their 3-year EED TWIC.
- The individual should turn in the original TWIC upon receipt of the EED, as it will be revoked at the time of activation of the EED TWIC.

Option 2 --Replace expiring TWIC with standard 5-year renewal TWIC (Open to all TWIC holders) - \$129.75 Fee & 2 Trips to an Enrollment Center

Eligibility:

- All TWIC holders (including U.S. citizens, U.S. nationals, Lawful Permanent Residents, and Non-resident aliens) are eligible for this option.

Application Process:

- Information about TWIC enrollment and locations of enrollment centers can be found at www.tsa.gov/twic.
- The standard renewal process for a five-year TWIC requires an initial trip to capture a recent photograph, fingerprints, and review documents as well as a second trip to pick-up and activate the card.
- The individual should turn in the original TWIC upon receipt of the new TWIC, as it will be revoked at the time of activation of the renewal.

Extended Expiration Date Transportation Worker Identification Credentials

(EXTERNAL VERSION)

The Transportation Worker Identification Credential (TWIC) Program provides a tamper-resistant biometric credential to eligible maritime workers requiring unescorted access to secure areas of port facilities and vessels regulated under the Maritime Transportation Security Act of 2002 (MTSA). To date, the Transportation Security Administration (TSA) has enrolled more than 2.1 million individuals into the TWIC program and approximately 1.9 million TWIC cards have been activated.

Beginning in August 2012, TSA will offer eligible TWIC holders the opportunity to replace their expiring TWICs with a three-year extended expiration date (EED) TWIC for a reduced fee of \$60. U.S. Coast Guard considers the EED TWIC equivalent to a standard TWIC and will allow port and vessel operators to accept EED TWIC as they accept TWICs issued through the standard enrollment process.

TSA is offering the EED TWIC option to make the re-enrollment process more cost-effective for those individuals who are U.S. citizens or U.S. nationals and whose TWICs will *expire on or before December 31, 2014*. Those TWIC holders who are not U.S. citizens or U.S. nationals or who are eligible but do not wish to use the EED TWIC option may renew their expiring TWICs by completing the standard enrollment process for a five-year TWIC, which includes an enrollment fee of \$129.75. The EED TWIC is a one-time temporary extension of the current TWIC; upon the expiration of this three-year EED TWIC, all TWIC holders will be required to enroll for a standard five-year TWIC.

To obtain an EED TWIC, eligible individuals will need to call the TWIC Help Desk at 1-866-347-8942 and make one trip to an enrollment center of their choosing to pick-up and activate the card. The expiration date on the EED TWIC will be three years from the expiration date of the previous TWIC.

Frequently Asked Questions

Why do I need a new card?

- TWICs provide a tamper-resistant biometric credential to eligible maritime workers requiring unescorted access to secure areas of port facilities and vessels regulated under the Maritime Transportation Security Act of 2002 (MTSA).
- U.S. Coast Guard (USCG) regulations currently require that port facility owners and operators verify that an individual's TWIC has not expired before allowing unescorted access to a secure area.
- Beginning in August 2012, TSA will offer eligible TWIC holders the opportunity to replace their expiring TWICs with a three-year extended expiration date (EED) TWIC for a reduced fee of \$60.00.
 - This extension is being offered due to implementation delays for TWIC card readers. The U.S. Coast Guard considers the EED TWIC equivalent to a standard TWIC and

will allow port and vessel operators to accept EED TWIC as they accept TWICs issued through the standard enrollment process.

- Those TWIC holders who are not U.S. citizens or U.S. nationals or who are eligible but do not wish to use the EED TWIC option, may renew their expiring TWICs by completing the standard enrollment process for a five-year TWIC, which includes an enrollment fee of \$129.75.

How is the three-year EED TWIC card option different from what I have now?

- The EED TWIC is being offered to eligible TWIC card holders (U.S. citizens and U.S. nationals) only.
- The fee for an EED TWIC is \$60, rather than \$129.75 for a standard TWIC.
- The EED TWIC is valid for three years rather than five years for a standard TWIC.
- The EED TWIC allows current holders the convenience to order the replacement card over the phone and make only one trip to the enrollment center to pick up and activate their card.

Am I eligible for an EED TWIC?

- To be eligible for an EED TWIC, an individual must meet all three of the following conditions:
 - 1) Be a current holder of a TWIC. Individuals enrolling for a TWIC for the first time are not eligible for an EED TWIC;
 - 2) Have a valid TWIC that expires on or before December 31, 2014. Individuals whose TWICs expire after December 31, 2014 or whose TWICs have been revoked are not eligible for an EED TWIC;
 - 3) Be a U.S. citizen or U.S. national. Individuals who are not currently U.S. citizens or U.S. nationals are not eligible for an EED TWIC.

What is meant by U.S. national?

- The term “U.S. national” encompasses both U.S. citizens and noncitizen nationals of the United States (primarily American Samoans and Swains Islanders).

What do I need to do to renew my TWIC?

- U.S. citizens and U.S. nationals whose TWICs will expire on or before December 31, 2014 will have two options to renew their TWIC:
 - A three-year EED TWIC – \$60 replacement card fee for the three-year EED TWIC. Current TWIC card holders who are U.S. citizens or U.S. nationals may apply for the EED TWIC over the phone at 1-866-347-8942 and make a single trip to a TWIC enrollment center to pick up and activate their cards, *or*
 - A five-year Standard TWIC – standard fee of \$129.75 for a five-year TWIC. This option requires the standard TWIC enrollment process and two visits to an enrollment center.
- TWIC holders who are not eligible for an EED TWIC (including Lawful Permanent Residents of the United States) must re-enroll for the standard five-year TWIC.

What is the process for getting the three-year EED TWIC?

- To obtain an EED TWIC, eligible individuals should first call the TWIC Help Desk at 1-866-347-8942. The Help Desk representative will then validate the individual's eligibility for an EED TWIC. Additional information about this process is provided at www.tsa.gov/twic.
- Once TSA determines that the TWIC holder meets the eligibility requirements for the EED TWIC, the individual will be able to pick up and activate the EED TWIC at an enrollment center of his/her choosing. Individuals requesting an EED TWIC should do so at least 30 days before the expiration of their current TWIC.
- The individual should turn in the original TWIC upon receipt of the EED, as it will be revoked at the time of activation of the EED TWIC.
- The expiration date on the EED TWIC will be three years from the expiration date of the previous TWIC. Upon expiration of the three-year EED TWIC, all individuals will be required to obtain a five-year TWIC.

Why can't non-U.S. citizens or U.S. nationals get the three-year EED TWIC?

- TWIC holders who are Lawful Permanent Residents (LPR) and non-resident aliens are subject to checks to verify lawful immigration status.
- The immigration status check is part of standard five-year TWIC renewal, but not part of the EED TWIC process.

When will the three-year EED TWIC be available?

- Beginning in August 2012, TSA will offer eligible TWIC holders the opportunity to replace their expiring TWICs with a three-year extended expiration date (EED) TWIC. Once TSA determines whether the TWIC holder meets the eligibility requirements for the EED TWIC, the individual will be able to pick up and activate the EED TWIC at a TWIC enrollment center of his/her choosing.

How soon before my TWIC expires do I need to apply for a new TWIC or, if I am eligible, for an EED TWIC?

- Individuals should request an EED TWIC at least 30 days before the expiration of their current TWIC.

I am not a U.S. citizen or U.S. national and must re-enroll for a standard five-year TWIC.**Why do I still need to make two trips to an enrollment center to get it?**

- The standard renewal process for a five-year TWIC requires an initial trip to capture a recent photograph and fingerprints and then a second trip to pick-up and activate your card.
- The information provided in the first trip is used for the security threat assessment.
- The in-person activation of the card during the second trip ensures that the person picking up the card is the appropriate cardholder.

I am a U.S. citizen or a U.S. national and plan to enroll for an EED TWIC. What happens when this new card expires?

- Since the EED TWIC is only a one-time temporary extension of the TWIC, upon the expiration of this three-year EED TWIC, an individual will be required to enroll for a standard five-year TWIC.

How does this policy impact merchant mariners?

- Merchant Mariners are eligible to choose between the three-year or five-year option (depending upon their citizenship status), and their information will continue to be communicated to the U.S. Coast Guard (USCG) for the purpose of issuing their Merchant Mariner Credential.

How will deploying TWIC readers to ports affect TWIC holders?

- TWIC readers are used to electronically validate that a TWIC has not expired or been revoked.
- The USCG is working to complete a notice of proposed rulemaking (NPRM) requiring certain vessels and facilities to install and use TWIC readers. Facility owner and operators may use TWIC readers to validate the TWICs and EED TWICs electronically as part of access control procedures for secure areas.
- Persons accessing secure areas of MTSA-regulated vessels and facilities will be subject to electronic verification of their TWICs or EED TWICs on a random basis using portable TWIC readers.

When does DHS expect TWIC readers to be deployed?

- Readers are currently being used in more than 20 ports around the country.
- The U.S. Coast Guard intends to publish a Notice of Proposed Rulemaking by the end of 2012 to seek comment on card reader requirements and deployment requirement plans.
- By the end of the three year extension period, pending the outcome of this rulemaking activity, DHS expects to have card reader requirements in place, and readers will be deployed at the facilities with the highest risk. DHS will publish a Notice of Proposed Rulemaking to seek comment on card reader requirements and deployment requirement plans.

For more information please contact the TWIC Help Desk at 1-866-347-8942 or reference www.tsa.gov/twic.



INTERNATIONAL POLICIES

Florida Chamber of Commerce

International Policies

*Adopted by the Florida Chamber of
Commerce Board of Directors*

May 10, 2012



INTERNATIONAL POLICIES

February 7, 2012

TALENT SUPPLY & EDUCATION

GOAL: High-quality Early Learning (0-5)

GOAL: Pre K-20 Aligned to Job Growth and Societal Needs

GOAL: Align Post Secondary Education to Job Growth and Societal Needs

GOAL: Align Retraining System to Job Growth and Patterns

INTERNATIONAL POLICY

- **Education.** Expand the capacity of the Florida global trade, logistics and manufacturing workforce through targeted training and educational programs in the state's four year colleges and universities and through vocational and associate degree programs.
- **Immigration.** Florida needs a well-rounded and competitive workforce to produce goods and services that will ensure a robust economic future for the state. Florida must plan for the labor demands resulting from an aging labor force, changing skills set needs and growth in global demand to compete successfully in the future marketplace. Our state lacks an adequate number of technology, scientific, education, health and engineering workers for Florida businesses. Longer-term forecasts indicate the problem will grow more severe and Florida's higher education institutions will not be able to keep up with demand. To fill these and other jobs, and to restore growth to Florida's economy, employers need to include legal immigrants as part of their workforce.

In addition, with nearly seventy-seven million baby boomers on the verge of retirement, the gap between available skilled employees and jobs will only continue to increase. The need for science and engineering graduates is predicted to grow by 17% by 2018, but the number of U.S. graduates in these fields has remained the same for the last 20 years.

Outdated and overly restrictive visa policies are depriving employers of the talent needed to succeed in a global economy. Without comprehensive federal immigration reform, states are randomly developing their own approaches, which only add to confusion and compliance issues for employers. Congress should work to address a comprehensive policy that addresses an electronic employment verification system that preempts state laws, that includes safe harbor provisions and limited subcontractor liability, covers only new hires, and includes a phased-in timeline to address the needs of small businesses. A comprehensive, federal approach to immigration serves our nation's best interest and is critical for Florida as we position ourselves to win the global race for talent and jobs.



INTERNATIONAL POLICIES

The Florida Chamber will:

- Support an employer's responsibility to verify and identify work eligibility for their employees utilizing the I-9 Form;
- Oppose any state-mandated legislation that forces private employers to use E-Verify;
- Support continuation and expansion of (1) both temporary and permanent visa programs for highly skilled workers (including L-1, H1B, and EB) as well as, (2) programs that enable employers to access and keep the talent necessary to compete in the global market and (3) improvement of the EB-5 regional center program for foreign investors investing \$500,000 in Florida enterprises and creating at least 10 Florida jobs.
- Support a more streamlined and efficient process for employment based visas and immigration and border management systems that allow the movement of legitimate business and tourists traveling across U.S. borders;
- Oppose increased bureaucratic hurdles or protections on visas to ensure employers can hire immigrant workers when U.S. workers are not available;
- Not support illegal immigration;
- Support current immigration policy to secure our borders and comprehensive, federal immigration reform allowing employers one uniform set of laws with which to comply and oppose state-by-state regulations that increase uncertainty for businesses and workers;
- Oppose the adoption of "Arizona-style" immigration laws that may harm Florida's image internationally and result in litigation with the federal government; and
- Support expansion of the visa waiver program by adding low-risk countries in Latin America, such as Brazil, to the list of countries that no longer require a visa to enter the US, thereby allowing the federal State Department to reallocate those resources in other areas and act as a stimulant for our economy.
- Support the addition of Brazil to the list of E-2 visa countries (by establishing an E-2 treaty with Brazil) so that Brazilian investors and entrepreneurs can invest in job-creating small businesses in Florida.

INNOVATION & ECONOMIC DEVELOPMENT

GOAL: Substantially Increase Exports by TBD

GOAL: Net Importer, Retainer and Creator of Talent (measures to follow)

GOAL: Translate and Commercialize Innovations and Ideas into Viable Business Opportunities

GOAL: Grow, Attract, Retain Innovation-based Companies in Florida

GOAL: Increase R&D in Florida to the No. 4 Absolute Position in the U.S.

GOAL: Enhance Position as Global Hub



INTERNATIONAL POLICIES

INTERNATIONAL POLICY

- Continue to expand the number and range of Florida businesses involved in the global market.
- Enhance incentive programs for Florida-based distribution, manufacturing, and other export-oriented businesses
- Promote policies to support Florida's role in the global marketplace
- **Export financing.** Export financing is critical to both small and large business. The Florida Chamber supports the reauthorization of Ex-Im and raising the allowable financing cap to \$200 billion.
- **USDOC Support for US Exports.** U.S. Department of Commerce's Foreign Commercial Service operations outside the United States are vital to the ability of U.S. companies to compete globally and is particularly critical for entry of US small and medium-sized businesses to enter and grow in the export marketplace. We support efforts to improve their capacity to serve, including increased personnel (commercial officers and locally engaged staff) in foreign offices, re-evaluation of decisions to close foreign offices and adequate funding of International Trade Administration export promotion programs to help small business export.
- **USDOC Support of State FDI Efforts.** Promote Florida as a destination for Foreign Direct Investment. Support adequate funding for the U.S. Department of Commerce's Bureau of Economic Analysis to produce a reliable/official data source for FDI Information at a state-by-state level.
- **Level Playing Field.** Level the playing field for American businesses and workers by lowering barriers to trade and investment. Fight economic isolationism, including undue restrictions on exports, investment, procurement, sourcing, human capital, and foreign exchange.
 - Leverage "double exports" goal to advance trade policy goals.
 - Advance strong U.S. investment treaties with China, India, and Vietnam.
 - Negotiate tax treaties with key countries, especially Brazil.
 - Modernize export controls to support U.S. competitiveness and national security.
 - Secure approval of trade agreements with South Korea, Colombia, and Panama.
 - Advance a commercially meaningful Doha Round agreement.
 - Press for a high-standard Trans-Pacific Partnership accord.
 - Eliminate tariffs from U.S. – EU trade through a Transatlantic Zero agreement.
 - Advocate for Russia's accession to the World Trade Organization.



INTERNATIONAL POLICIES

- Support trade facilitation through the Revised Kyoto Convention on Customs.
- Renew the President's trade negotiating authority

INFRASTRUCTURE & GROWTH LEADERSHIP

GOAL: Reliable, Competitively Priced, Clean Energy System

GOAL: Integrated Multi-modal Transportation System (i.e. passengers and freight)

GOAL: Preserve/Enhance Natural Environment

GOAL: Facilitate Collaborative Growth Leadership

GOAL: Ensure Clean and Available Water

INTERNATIONAL POLICY

- Support investment in Florida's Strategic Intermodal System and other key statewide transportation priorities;
- Work to increase the capacity and efficiency of the state's major seaports and airports;
- Support the development of existing deep-draft and deepwater infrastructure and the expansion of existing ports and port facilities.

Expanding International Trade

- The Florida Chamber supports doubling Enterprise Florida's international budget, ratifying regional trade agreements, and focusing the attention of state policy makers on the importance of international business in order to meet the goal of doubling international trade in the next 5 years.
- Provide sufficient air cargo capacity at Miami International Airport to maintain or expand market share, and explore opportunities for regional air cargo hubs.

Investing in Ports

- The Florida Chamber will work to identify growth opportunities for Florida's 14 deep water ports and support prioritized, strategic investments in critical infrastructure needs based on the promotion of efficient connectivity among related transportation modes and facilities and the enhancement of Florida's ability to compete in the global marketplace. Such investments include those enabling our ports to capitalize on the expansion of the Panama Canal and those providing the state with opportunities for increased trade and worldwide shipping, including the capture of more discretionary cargo and its additional value from cargo flowing through the state. Develop at least one seaport with 50 feet of water and on-dock or near-dock rail. Expand capacity at seaports to serve container, break bulk, bulk markets and maximize the use of inland waterway and smaller seaports.

TRANSPORTATION INFRASTRUCTURE

www.FloridaChamber.com



INTERNATIONAL POLICIES

- Support transportation infrastructure investments that are the backbone to our economic success by:
- Adopting land use plans supporting freight intensive activities
- Expanding distribution center capacity at appropriate location
- Developing and maintaining high capacity, long distance rail, water and truck corridors
- Maintaining and enhancing regional distribution networks
- Encouraging improvements to Florida's airports and seaports to ensure our global competitiveness and provide high-skill, high wage jobs in Florida;
- Improving landside connectivity to airports, seaports and rail terminals
- Supporting acquisition and redevelopment of new waterfront land or inland locations for seaport operations

BUSINESS CLIMATE & COMPETITIVENESS

GOAL: Leadership in Portfolio of Targeted Industries

GOAL: Right-sized Regulation and Enforcement in Targeted Industries

GOAL: Adequately Funded and Prioritized Programs

INTERNATIONAL POLICY

- Reduce cost of doing business for logistics, distribution, and manufacturing
- Access potential tax changes to support logistics, distribution, and manufacturing
- Our ability to remain competitive as a destination for foreign investment is tied to our business climate and requirements such as these impact the perception of Florida as a business friendly destination.
- As representatives of the business community, we recognize that our economy – including its ability to attract foreign workers, investors, students and visitors, and to build its role as the center of hemispheric trade – is based largely upon our success in attracting and integrating diverse multi-national multi-cultural, multi-ethnic cultures into the mainstream of our community. Equally important is the perception throughout the world of our community as a place which successfully brings together these diverse groups.
- Educate the public on the benefits of international trade and investment.

Travel, Tourism, & Border Issues



INTERNATIONAL POLICIES

- Urge Congress and the administration to address delays, backlogs, and disruptions in our immigration and border management systems that impede the movement of legitimate businesses and tourists traveling across U.S. borders.
- Continue to work with the Department of Homeland Security (DHS) and Congress to ensure that the Western Hemisphere Travel Initiative is implemented in a way that helps secure our nation's borders while not negatively affecting the vital tourism and border trade between the United States and Canada.
- Support the adjustment of Florida Statue to allow a nonimmigrant alien who is legally in the U.S. is to be issued a driver's license that is valid up to the expiration date on their visa and not annually, as it is currently stated. Other states do not have such a short renewal term thus, putting Florida at disadvantage with a burdensome requirement that does not enhance security and encumbers the legitimate flow of business.

Align trade, regulatory, and competition policy to ensure open and competitive markets:

- Advance regulatory cooperation between the United States and its major trading partners.
- Combat state capitalism and anti-market industrial policies around the world.
- Press for transparent, predictable, and fair antitrust enforcement around the globe.
- Advocate for an open, private sector-driven approach to standards development.
- Support the rule of law in global market
- Support multilateral efforts to reduce global imbalances.
- End unilateral sanctions that close foreign markets only to U.S. exporters.

CIVIC & GOVERNANCE SYSTEMS



INTERNATIONAL POLICIES

GOAL: Increased Informed Participation and Transparency

GOAL: Improve Cooperation among All Levels of Government

GOAL: Modernize State Government

GOAL: Revised Tax Structure to Balance Fundamental Services with Economic Growth

INTERNATIONAL POLICY

- Ensure that transportation security policies carefully balance both security concerns and trade facilitation needs;
- State Legislation: State legislation regulating Florida business should be evaluated as to its impact on the cost and competitiveness of Florida businesses to compete globally so as to assure that measures promote rather than damage our competitiveness as a center for international commerce.
- State International Business Committees. The Florida House of Representatives and Senate should establish committees or subcommittees on International Business.
- Governor-Federal Issues: Support the Governor's leadership as the state's chief economic development officer and trade ambassador globally and nationally. The Governor should provide personal leadership and direction on federal legislative and regulatory issues that advance Florida's Business Agenda and better position Florida to compete and create jobs in the international marketplace. Florida's Washington office should be an effective advocate for these issues and should include an international trade expert.
- Nonresident Alien Deposits: We are opposed to a proposed regulation of the Department of Treasury requiring all banks located in the United States to report periodically to the Internal Revenue Service the amount of interest paid to nonresident alien individual depositors.

QUALITY OF LIFE & QUALITY PLACES

GOAL: Florida Earns Reputation as Inclusive/Diverse Culture

GOAL: Preserve and Build Authentic 'Must See' Communities

GOAL: Grow Jobs through Support of Creative Industries

GOAL: Create a Culture of Civic Engagement

GOAL: Achieve Nationally Recognized Levels of Health and Wellness for Florida Citizens

INTERNATIONAL POLICY

- Minimize negative impacts of freight on communities and the environment
- Plan and develop freight systems to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions

TAB 7
OTHER ISSUES

TO BE DISCUSSED AT MEETING

TAB 8
ADJOURNMENT

MAYOR ALVIN BROWN



On May 17, 2011 Jacksonville voters chose Alvin Brown to lead the city. He assumed office July 1, 2011. Brown ran on his vision of “taking Jacksonville to the next level” through job creation, Downtown revitalization, and making education and public safety top priorities.

Prior to the election, Brown served as an Executive in Residence at Jacksonville University’s Davis School of Business. He is the past president and CEO of the Willie Gary Classic Foundation, an organization that helps provide scholarships for historically black colleges.

Brown served as the executive director of the Bush/Clinton Katrina Interfaith Fund. He was responsible for overseeing the distribution of more than \$20 million to houses of worship throughout the Gulf Coast so that they could begin rebuilding after the disaster resulting from hurricane Katrina. Brown successfully set policy and procedures that enabled more than 1,100 houses of worship to apply for funding by the closing date of July 31, 2006.

Brown also served as chairman of the board of the National Black MBA Association. As chairman of an organization representing more than 100,000 MBA graduates, Brown encouraged young people to pursue higher education and to develop their leadership potential by greatly enhancing the scholarship program of the organization. Brown engaged in significant fundraising that positioned the organization as a premier group in the world of education and business leadership. He fostered relationships with colleges, business schools and with corporations that recognize the value of a diversified portfolio. He has been a champion of restoring public confidence in corporate America and, in the wake of numerous corporate scandals, called on business schools throughout the country to mandate ethics in their curriculum.

In Washington, D.C., Alvin Brown served as a senior member of the Clinton-Gore Administration beginning in 1993. As Vice President Al Gore’s senior advisor for Urban Policy and vice chair of the White House Community Empowerment Board, Brown advised both the vice president and President Clinton on a wide range of domestic issues, including community revitalization, job creation, new business development and expansion of the supply of affordable housing.

Brown led the Clinton-Gore Administration’s \$4 billion overall community empowerment initiatives, with a special emphasis on the Empowerment Zone/Enterprise Community program which included the new market tax credit initiatives. The highly successful programs helped revitalize economically impoverished urban and rural communities and generated unprecedented levels of public-private partnerships resulting in more than \$10 billion in private investments to the designated communities.

Brown was also co-chair of the White House Task Force on Livable Communities focusing on urban sprawl and smart growth prior to his work at the White House. He held a number of key positions within the administration, including senior advisor to the late Commerce Secretary Ron Brown and senior advisor to former U.S. Secretary of Housing and Urban Development Andrew Cuomo. While at HUD, Brown was responsible for overseeing the Department’s \$100 million disaster recovery initiatives, which included leading

an overhaul of the Department's disaster response effort. Brown first came to Washington, D.C. to work as an intern for U.S. Sen. Bill Nelson (D-FL) while Nelson was serving in the U.S. House of Representatives. He then served on the Clinton-Gore transition team.

While Brown has spent many years in government service, he also has an extensive background in the private and non-profit sectors.

Brown graduated from Jacksonville University where he earned a Bachelor of Science and a Masters in Business Administration. He also completed postgraduate work at the Kennedy School of Government at Harvard University. He received an honorary doctorate from Edward Waters College in Jacksonville.

Brown is the recipient of the Frederick Douglass Award from the Southern Christian Leadership Conference, the Excellence in Community Service Award from 100 Black Men of America, the distinguished Award for Government Services from the National Baptist Convention, and the Chairman's Award from the Congressional Black Caucus. In addition, the National Black MBA Association honored Brown with the prestigious H. Naylor Fitzhugh Award.

Brown and his wife Santhea have two sons, Joshua and Jordan.

Governor Haley Barbour

Founding Partner, BGR Group



Haley Barbour, Founding Partner of BGR Group, returned to BGR in January 2012 after serving two consecutive terms as Governor of Mississippi and two years as the Chairman of the Republican Governors Association (RGA).

Governor Barbour began his political career in 1968 while working on Richard Nixon's presidential campaign; by 1976, he was managing Gerald Ford's campaign in the Southeast. In 1982, he ran for U.S. Senate in Mississippi but ultimately lost to incumbent John C. Stennis. Governor Barbour later served as Political Director in the Reagan White House and worked on the George H.W. Bush campaign before cofounding the government affairs firm that later became BGR Group.

Between 1993 and 1997, Governor Barbour served as Chairman of the Republican National Committee, and in 2003, he was elected Governor of Mississippi, assuming office in January 2004. When Hurricane Katrina hit the Gulf Coast in 2005, Governor Barbour received national recognition for his swift response to the worst natural disaster in American history. For his efforts to rebuild the Mississippi Gulf Coast, he received the Thomas Jefferson Freedom Award.

Other awards during his tenure as Governor included being named Governor of the Year by Governing Magazine, receiving the Gulf Guardian Award by the U.S. Environmental Protection Agency in recognition of his work to rebuild Gulf Coast ecosystems, and receiving the Adam Smith Award from BIPAC to honor his pursuit of the principles of free enterprise.

A native of Yazoo City, Mississippi, Governor Barbour attended the University of Mississippi, where he received his JD in 1972. When not in Washington, Governor Barbour resides in Yazoo City with his wife Marsha. They have two sons and four grandchildren.

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